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**GAME  
OVER!**

MIKE LAROCCO  
HANGS IT UP

May 2006

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05 >



**FREE! GIANT DOUBLE-SIDED POSTER**

SHERCOS TESTED | **JULIEN BILL** | AMA SX | **RYAN VOASE** | HAWKSTONE MX

\* Okay, it's actually a production 250SX-F but it's got full Carl Nunn EA DBS Factory Graphics on it!









**WHEN THE BEST  
PREPARE FOR BATTLE,  
THEY CHOOSE THE *V3* HELMET.**





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May

2006

DIRTBIKE  
RIDER







# Comment

THE DAYS are sadly long gone when the likes of Joel Robert or Graham Noyce could enjoy a night on the town before rolling up at the startgate the following morning and knocking out a GP victory.

These days preparation is absolutely key with the planet's top riders in all off-road disciplines squaring up to a punishing off-season schedule of testing and training before the various world championships kick off. Now I'm not saying Robert or Noyce didn't test or train but back in the day when Jack Burnicle was a mere nipper everything was a little more relaxed...

For a perfect illustration of the need to prepare look no further than David Knight. The Manxman was the dominant rider in last year's WEC but despite winning all the major pre-season warm-up events he still travelled to Sweden a week before the opening round of the '06 world enduro championship. Knowing that the WEC's first ever winter enduro would hand the advantage firmly to his Scandinavian rivals, Knighter gave himself time to acclimatise to racing in snow and using spiked tyres in sub-zero conditions. The result was a double win for the big man...

You only have to hook up to any of the zillions of internet message boards devoted to dirtbikes to see how punishing pre-season preparation can be. To make sure everything is ready, riders have to push themselves just as hard in practice as they would do in competition and this is fraught with danger. A few days before the opening GP in Zolder Josh Coppins dislocated his shoulder when he clouted a post in training. The result? A possible eight weeks off a bike and his world championship dreams on hold for another season (last year Josh dislocated his shoulder at the Hawkstone International as he was – you've got it – putting the finishing touches to his pre-season prep).

But when you get it right and everything clicks all the hours spent testing and training suddenly become worthwhile. We take it for granted that Stefan Everts will roll up to the gate good to go but compare Sebastien Tortelli at Hawkstone with Sebastien Tortelli at Zolder and you know that he's been flat-out for a month to raise his game.

And it's exactly the same in the WTC. A few years ago third in the opening world round would've been seen as nothing short of a disaster for Dougie Lampkin. This year it's testament to Dougie's work ethic over the winter months to bring what's still very much a new machine up to a standard capable of challenging for a win at the very top level.

Finally this month, I'd urge all DBR readers to pitch in for a very worthy cause. Fund-raising is still going strong to provide a permanent memorial at Hawkstone Park for Richard Fitch who was tragically killed in a crash at the famous Shropshire venue last summer.

Just £2 will buy you a wristband inscribed with 'Richard Fitch #11' with all proceeds going to the fund. Send a cheque or postal order made out to Richard Fitch Memorial Fund along with a SAE to Mikey Brueford at 90 Appletree Court, Worle, Weston-super-Mare BS22 6BA.



## WORK STARTS AT MATTERLEY

**JDH and the bulldozers move in to build Britain's premier MX venue**

**THE BULLDOZERS** move into Matterley Basin, Winchester, this month as work starts at the awesome new venue for this year's British Motocross Grand Prix on June 17/18 and the '06 MX des Nations on September 23/24.

Johnny Douglas Hamilton – the mastermind behind the Gore Basin track on the Isle of Wight and South Africa's Sun City circuit – and his team of 10 workers roll into the site on April 20 with the task of transforming 3D graphics into a circuit and infrastructure fit to host the world's two biggest MX events in '06.

"Johnny will be sculpting the track and a separate part of the team will scrape off the top soil from what will be the paddock to give him working materials," explains co-ordinator Steve Dixon. "Six dumper trucks will be transporting the dirt to the sites of the jumps starting with the furthest from what will eventually be the paddock area.

"We have great support from New Holland with the equipment and will rely on the provision of

three or four diggers, the dumper trucks and two bulldozers. We will be using materials generated by the site itself.

"We are hoping for a quick turnaround. There are no changes to Johnny's original layout for the track itself and we are expecting the circuit to resemble a finished state by the middle of May – around four weeks is the target."

The British GP will use the same traffic management plan employed by the annual Homelands music festival that accommodates around 40,000 people at a site less than half-a-mile away. This – combined with a fleet of courtesy buses that will run between Winchester Station and Winchester Park and Ride in 30-minute intervals on the morning of the GP – should ensure none of the traffic snarl-ups seen at previous events of this size.

For more info check out the event website at [www.britmxgrandprix.com](http://www.britmxgrandprix.com) – for accommodation details visit [www.visitwinchester.co.uk](http://www.visitwinchester.co.uk) and [www.stayinwinchester.co.uk](http://www.stayinwinchester.co.uk)



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RIDER

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# BRIT GP #2! WIN! WIN! WIN!

## Oxtar boots up for grabs

**WE'VE TEAMED** up with our new bessie mates at Nevis Marketing to give away a pair of top-of-the-bleeding-range Oxtar TCX Pro 2 boots to one lucky reader.

Retailing at a penny under £250, the TCX Pro 2s come in a choice of grey/red, grey/grey, black/blue, black/grey and black/red colour combos and to win a pair all you have to do is answer one simple question.

Name the French two-time world champion who is racing in Oxtar boots in '06.

Is it: A Mickael Pichon  
B Sebastien Tortelli  
C Jacky Vimond  
D Luigi Seguy  
E Pepe Le Pew

Think you know? Okay, write your answer down on the back of a postcard or sealed envelope and send it along with your name, address, daytime contact number, preferred colour combo and boot size to us at 'Oxtar comp', DBR, 12 Victoria Street, Morecambe, Lancs LA4 4AG. Entries close on May 11 with the first correct answer drawn at random after this date getting the boots!



## Hawkstone hosts round of WTC

**WITH PREPARATIONS** well under way for the first British GP of the year (see page 6) now's as good a time as any to remind you of the second British GP of the year – the WTC round at Hawkstone Park on July 29/30.

After the success of last year's world round, organisers L+M Events are anticipating another storming event – and with half the trade space already sold and advance ticket sales breaking all records it looks like they've got every reason to be optimistic!

Although the world trial – backed by DBR and our sister paper T+MX – will take place on the Sunday a whole weekend of entertainment is being laid on including demos by Steve Colley and the mysterious Mini Masters trial that, so far, has been cloaked in secrecy.

"I can't give too much away at the moment," explains L+M's Jake Miller. "But we saw how popular Saturday's practice session was last year and we really picked up on the public's response to certain non-competing riders who were having a play. So with this in mind we have decided to create an event within an event which will be both very special and unique anywhere in the world."

All five major British importers will be there with the latest models from Gas Gas, Beta, Sherco, Montesa and Scorpa on display.

For more information about the event, details of discounted advance tickets, camping bookings and trade stand/sponsorship enquiries call L+M Events on **0161 705 2075** or visit the official website at [www.ukworldtrial.com](http://www.ukworldtrial.com)

## ENDURO SCHOOLS

**DOUBLE BRITISH** champion and five-time ISDE gold medallist Wayne Braybrook has released dates of his '06 enduro schools.

The big fella's Lancs-based schools are planned for June, July and September with prices ranging from £139.99 for a single day if you bring your own bike up to £340 for two days including the use of a CRF250X.

To book your place call **0870 774 2600**.



**DREW GOUDY**, winner of the recent DBR-backed Ride MX Factor, collected his YZ125 from nine-time world motocross champ Stefan Everts at the Hawkstone International MX.

The up-and-coming Belfast teenager beat off stiff opposition to win a supported Yamaha ride for

the season from the Stratford-upon-Avon dealership as well as training sessions with former world champ Jamie Dobb and DBR tester Tony Marshall plus a shedload of product from the likes of Oakley, Lazer, FMF, AVS, Berik, Putoline, Michelin, EVS and Shift.

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**Cover: Carl Nunn stuffs  
the EA Katoom into a  
right-hander at Lyng  
(Toby Fuller)**

**Contents main image:  
Tiff's back on board  
and looking loverlier  
than ever in the  
Dawg Dungeon  
(Sutty)**



# WIN! WIN! WIN!

## Carl Nunn replica 250SX-F must be won

**HE'S THE** reigning British MX2 champ and one of our best bets for GP glory in '06 – and now you could own a KTM 250SX-F just like the one Carl Nunn rides! Okay, that's not strictly true – it's actually a production model with Nunny's EA DBS Factory Graphics – but it's still brand new!

And what's more, those fine fellas at Fox have pitched in with a set of Nunny's kit so you can dress like him n'all!

The competition kicks off this month, continues in the June DBR and then signs off in our July mag. In each of the three special competition issues we'll run a KTM-related multiple choice question – all you have to do is send in your answer and keep those pinkies crossed.

Each entry requires only one correct answer – this way if you miss one of the competition issues you can still enter but, better still, if you get all three mags you'll get three separate shots at winning the SX-F.

You can wait until the July question and stuff all your entries into one envelope or just send your answers in one-by-one – all we ask is that entries are submitted on official entry forms (no photocopies, computer scans etc).

So don't miss next month's DBR for your second chance to win...



### QUESTION #1



**Which KTM-backed MX2 rider is nicknamed 'Styla'?**

**A:** Carl Nunn

**B:** Marc De Reuver

**C:** Tyla Rattray

Answer.....

Name.....

Address.....

.....Postcode.....

E-mail.....

Cut out this coupon and send it to 'Win a KTM', Dirt Bike Rider, Victoria Street, Morecambe, Lancs LA4 4AG.

**Closing date for entries is July 7**

Dirt Bike Rider and KTM are constantly running great offers. If you are not interested in receiving details of them by email, post, phone, sms or fax please tick here ☐

If you are not interested in receiving details of offers run by our business partners please tick here ☐

For your information – for quality and training purposes we may monitor communications.



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# WIN! WIN! WIN!



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Jason Dougan doubles  
up at Culham



**The 125 pro class boys find themselves under the influence as JD takes hold at round two of the Wulfsport British Masters**

Words and photos by Suttly

# WHISKEY THROTTLE!

THE BRITISH Masters crew pull off another blinder as round two of their five-stop '06 series heads to Culham Park, near Oxford, for two days of top-notch on-track action.

After the amateurs and youth racers have done their thing in the cold on day one a long-awaited amount of spring sunshine welcomes the pro classes plus the remaining amateur and youth motos as well as a bumper crowd for day two.

In the Pro 125 division it's RWJ Honda's Jason Dougan who takes a double win ahead of Pioneer Yamaha's Brad Anderson after the pair share a couple of epic battles. Team Wulfsport's Scott Probert battles through for third overall just a midges ahead of Honda privateer David Willet while ever improving comeback kid Jamie Law comes home in fifth.

The Pro Open class sees Mark Jones, Jordan Rose, Neville Bradshaw and Mark Hucklebridge provide a pair of barn-storming battles as they duke it out for the win. It's Rose who finally takes the overall spoils on the Meredith Honda with PAR's Jones second ahead of Hucklebridge on the MotoXtreme machine in third.

The next round of the British Masters series is set to take place at Dean Moor Motopark on May 13/14. Dean Moor – a new-track on the national calendar – is situated near the Cumbrian town of Workington. For the latest news on the series – and more info on the Dean Moor circuit – check out the Wulfsport British Masters website at [www.britishmastersmx.com](http://www.britishmastersmx.com)

## results

### Pro 125

1	Jason Dougan	50+50=100
2	Brad Anderson	47+47=94
3	Scott Probert	39+45=84
4	David Willet	43+39=82
5	Jamie Law	35+41=76
6	Jake Nicholls	41+35=76

### Pro Open

1	Jordan Rose	47+50=97
2	Mark Jones	50+47=97
3	Mark Hucklebridge	43+45=88
4	Neville Bradshaw	45+41=86
5	Gordon Crockard	41+43=84
6	Jody Smyth	37+37=74

### Amateur 125

1	Jamie Powell	50+45+50=145
2	James Lane	43+43+43=129
3	James Shaw	45+30+47=122
4	Scott Mathia	33+39+41=113
5	Steven Wade	37+37+35=109
6	Ashley Williamson	35+33+37=105

### Amateur Open

1	Richard-Mike Jones	50+50+50=150
2	Ray Syson	41+43+45=129
3	Nigel Kibble	45+45+37=127
4	Charlie Hollis	35+47+43=125
5	Simon Lane	47+29+47=123
6	Anthony Kahl	43+41+39=123

# GRIMBO WINS!

## Jarvis takes BTC opener

**DEFENDING CHAMP** Graham Jarvis takes his MRS Sherco to a fine win at round one of the Colin Appleyard-backed BTC, the St David's Trial held in South Wales.

Heavy rain in the run up to the trial means the going is a wee bit slippery but Grimbo keeps a cool head to fight off the attentions of Beta's junior world champion James Dabill for the win by a small margin of three marks. Manx showman Steve Colley bounces back from a poor first lap to take a fine third spot on the Gas Gas.

Meanwhile, round one of the JST Gas Gas Ladies trials championship kicks off at Cheverton Chalk Pit on the Isle of Wight. It's local lass Becky Cook who takes victory as she rides the wheels off her Gasser to win from Katy Sunter and Donna Fox.

## BTC

### Remaining dates

May 14	Mitchell Trial
June 18	West of England
August 6	Mackenzie Trophy
August 13	Castlewellan Park
September 17	Lochaber Trial
October 8	Autowbars Trophy



Lulu takes fifth at the Euro opener

# LULU WARRIOR!

**MAXIMUM SOLUTION'S** Suzuki riding superstar Lewis Gregory starts his Euro 125 championship campaign in fine style with a fantastic fifth overall at round one of the series in Castelnau de Levis in France.

In a muddy moto one Lulu slides his Suzuki two-fifty four-stroke to fifth then goes one better second time out as the ever drying track finally comes good.

Other Brits in attendance at this event include Lewis' team-mate Alex Snow who comes home with hard-fought 29-25 finishes and Oliver-Sandiford Smith who doesn't make it through morning qualification on the One-11 MX KTM.

The Euro round is run alongside the opening round of the MX3 world championship which sees Red Bull KTM's Yves Demaria take a double win to top the podium from team-mate and defending champion Sven Breugelmans. Swiss Honda rider Marc Ristori takes third.



# WHITEWAY WASH OUT!

## Rain stops play for MMX champs

Words and photo by Toby Fuller

**HEAVY AND** persistent rain welcomes riders and spectators at the opening round of this year's Maximum Solutions MMX championships at Whiteway Barton in Devon.

In fact, it's lashing down so much that the West Devon club are forced to abandon proceedings after the first block of races.

Reigning four-stroke champ Brad Anderson takes pole and the holeshot for the opening moto closely followed by team-mate Glen Phillips aboard their 450 Pioneer Yamahas.

Phillips stalls his machine on lap five allowing the on-form Jordan Rose through with Mark Jones also in contention. But 24-year-old Anderson's too far ahead to be caught and he takes the race win

by eight seconds over the Meredith Honda of Rose and the PAR Homes Honda of Jones.

The U21 champs is wide open this year as Tommy Searle has bigger fish to fry. But championship favourite Lewis Gregory has new kids on the block to contend with and when the gate drops it's 15-year-old Ashley Greedy in the lead on his Team Green Kawasaki with Alex Snow and Jim Murro close behind.

At the midway point Snowy takes up the running but his lead is short-lived as two laps later he crashes out. Steven Clarke – another 15-year-old – adapts well to the conditions and is catching Greedy but the PAR Homes Honda rider can't manage a last lap pass and crosses the line less than a second behind!

Rounding out the podium is Jim Murro who's a further minute back.

## Results

### Four-Strokes

1 Brad Anderson	(Pioneer Yamaha)	30
2 Jordan Rose	(Meredith Honda)	27
3 Mark Jones	(PAR Homes Honda)	25
4 Neville Bradshaw	(Motovision Suzuki)	23
5 David Yelland	(Phoenix Tools Honda)	21
6 Glen Phillips	(Pioneer Yamaha)	19

### U21s

1 Ashley Greedy	(Team Green Kawasaki)	30
2 Steven Clarke	(PAR Homes Honda)	27
3 Jim Murro	(EA KTM)	25
4 Patrick Gilboy	(EA KTM)	23
5 Luke Hill	(Phoenix Tools Honda)	21
6 Lewis Gregory	(Maximum Solutions Suzuki)	19

Ashley Greedy makes a splash at Whiteway Barton



**EXTREME**  
SPORTS CHANNEL

**I'M STILL** a tad sore from the kicking my back doors suffered at the hands of those filthy burglars but I'm sitting comfortably again now, back at my desk and ready to pen a few words to promote the man-sized month's helping of motocross mayhem we've got coming at you like a whole

horrible fistful of forced entries!

There were a few more puns I didn't dare use. Puns about how they stole a TV and made their escape with a heavy sack but I would've thought they would definitely be edited out (no, but the rest of this paragraph has – SL!)

Anyway, enough about me...

First up we've got Canada's greatest export since Celine Dion – the 2005 Canadian MX champs – which showcases the riding talents of crazily named guys like Dusty Klatt, Colton Facciotti and Kyle Beaton plus loads of other Canucks you've never heard of tearing it up like their native grizzly bears.

We've also got premier premiere episodes from the IFMXF Night of the Jumps series – Milan, Bremen and Berlin – before we pay homage to greats including Evel Knievel, Danny 'Magoo' Chandler and, for the ladies, Carey Hart in our Legends Week. Ticked Pink?

For the full list of our motocross programming, timings and all that log onto [www.extreme.com](http://www.extreme.com)  
Stuart Clapp

## WAKES DATE

**ROUND SEVEN** of this year's Maxxis British MX champs has now been confirmed for August 13 at Wakes Colne in Essex, replacing the original venue of Howton Court.

The circuit is currently undergoing a major revamp with the Halstead club consulting with championship riders on the new design.

"The club have taken on board some of the criticism over certain aspects of the circuit," says series manager Brian Higgins, "especially with regard to transporters getting into the paddock and work to rectify this has already started."

"On my recent visit club officials outlined their plans for the track itself to bring it up to modern standards and I have to say their plans are radical. The MX committee will be working with the club over the next few weeks to ensure the circuit is ready in good time for August."





SK-1 VENTED RACERWANT  
VIPER JERSEY  
ATOM GLOVE

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ADULT SIZES: S - XXL

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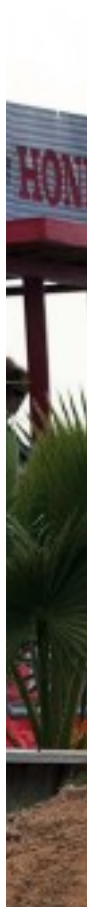




# ALLOYMX

**SX-1 VENTED RACEPANT** | **BROCHEPLER**  
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# ***SVEN BREUGELMANS***

The 'forgotten' world champion

# ***WAYNE SMITH***

The man with no nickname...







# OH TRAVIS!

**TRYING TO** back-flip the finish line in your daytime qualifier? It's the kind of crazy stunt that's won Travis Pastrana loads of fans across the world – and plenty of enemies as well judging by some of the negative reactions his failed flip at Daytona inspired. But love him or loathe him, you certainly can't ignore him – and that's exactly the way TP likes it!

Sequence by Jeff Karda



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***“Lyng went okay and I was happy with my starts but I rode a bit stiff so I guess I should be pleased with fourth overall – it wasn’t what I was hoping for but I got fairly decent points to start the season with”***

## Lows n’ highs!

**The month starts out badly with a fractured thumb but then things start looking up for Stevie**



**THINGS HAVE** been very busy recently, starting with an unexpected trip to hospital after a practice crash the Thursday before Hawkstone. The x-ray showed a small fracture in my right thumb so I decided to miss Hawkstone and rest up for the first British championship round a week later.

I still went to Hawkstone to watch and meet up with a few people I haven’t seen for a while and got chatting to a guy from Science in Sport. Their products are energy drinks and different nutritious things that are good for me on race day and Michael hooked me up with some sponsorship products for the rest of the season so I was pumped with that.

I had treatment on my thumb all week before Lyng and also had a brace tailor-made so I didn’t injure it again. It still wasn’t 100 per cent but it didn’t bother me that much at Lyng and now it’s no problem.

It was great being back racing in the UK again – the atmosphere the whole day was awesome and it was really good to see all you fans again. The day went okay and I was happy with my starts but I rode a bit stiff so I guess I should be pleased with fourth overall – it wasn’t what I was hoping for but I got fairly decent points to start the season with.

I’m enjoying the move up to MX1 and racing with different riders is a nice change – and I really like the new bike. The obvious difference in the bike for me is the power compared with the 250F. I feel more at home on it every time I ride and it seems to fit well with my riding style. I can take different lines than I wouldn’t be able to on a smaller bike and, of course, there’s always that extra bit of power when you need it!

With only a couple of weeks to go until the first GP we had one last test to do. Some Japanese technicians came over to help even though we only had some small things to test and I was already happy with my set-up.

I stayed in Holland the week before Zolder to prepare and ride on some rough sand tracks so I picked up Jodie from Eindhoven Airport on Wednesday night and we met up with Huck, Big Al from MotoXtreme and Joe ‘The Darkness’ Dark for a bite to eat.

On Thursday evening we headed to Zolder in the camper, got set up and relaxed watching DVDs. The next morning I was woken up by the sound of rain hammering on the roof of the camper. It’s fair to say it rained a lot which made the track very wet and rutty in Saturday’s practice sessions. I qualified eighth fastest which I was pleased with as it gave me a good start position for Sunday’s races.

In the opener I started just outside the top 10 and struggled to find a rhythm for most of the race, ending up 10th and determined to do better in race two. I almost got the holeshot in the second but was just squeezed out by Everts. The pace was very high on the first five laps but after that I settled in well and rode a good strong race for sixth at the flag and eighth overall, something I can build on for the next GP. Another plus is that my fitness and lap times were good at the end of the race. And while I’m on the subject of the GP I’d like to say a big thanks to the British fans who travelled over and supported me – cheers guys!

The next few weeks are going to be pretty packed with round two of the British champs and a couple of GPs. I’ve got a lot of homework to do to improve my results but I’m really looking forward to it.

So the month started a bit stressy with my thumb injury but has ended up not so bad!

Okay, got to go – I’ve got all the household chores to do, plus some painting. Yes! Painting! Jodie started but I’ve been left with all the crap jobs like filling in the edges. Still, I shouldn’t complain – it’s good training and certainly helps stop arm-pump!

Words by Stephen Sword Photo by Toby Fuller



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***"I watched the races and was filled with anger as I saw my rivals take the points right from under my nose – then to top it off I ran out of diesel racing to catch the ferry after the race and had to pay 176 Euros to have a rescue guy bring me some"***



## Born Under a Bad Sign

**If it wasn't for bad luck Gordy wouldn't have no luck at all...**

**MONDAY MORNING** after the first GP at Zolder and here I am at the desk getting on with recalling the recent month's events. Like many things in life I'd say my motocross report lately has been a little up and down.

A quick summary would be...

1 Hawkstone – Good

2 Lyng – Good

3 Culham – Not so good

4 Zolder – So far away from good I can't explain!

To be more specific I'm chuffed with my riding and fitness although I've yet to reap the rewards of my work. My time will come...

At Hawkstone I gave myself too much work to do by wasting my good starts through first lap crashes. Coming from the back of the pack is a great way to get to know all the other riders' new riding kits and race numbers but not really much use for earning a few quid and paying the bills. But I had fun and didn't get hurt so for a day's sport I can't ask for much more.

Lyng was a little more frustrating as it was a British championship round and I can't afford mistakes if I am serious about racing to win. Podium was my target and I just missed it. Fourth at the flag of the first moto was great but I really was desperate to squeeze past James Noble for third.

During the early laps of the second moto I pushed hard to get by the bunch in front of me as I was determined to make the top three. In hindsight I pushed a little too much perhaps and slipped off the old girl twice. Any ideas I had about making the podium were over and I came in sixth. NOT HAPPY!

The next weekend there was a round of the Wulfsport British Masters series at Culham. Good dry weather was welcome and a sign of spring around the corner put a smile on my face. I got a fifth and a fourth and left the Oxford track looking to make a few changes internally with positive progress being the target.

We had a weekend free after that which was used to pack up all our bikes, spares and equipment and travel across to Belgium to prepare some things for the opening GP at Zolder. A day at Doma working on a new exhaust system was had on the Monday, something I personally don't have to get so involved in although I like helping if possible.

We were practising on Tuesday at Honda Park near Balen and then at a new track I was told about on Wednesday close to Brussels which was cool. Thursday I got to the GP and parked up in the Tarmac paddock which was just what the doctor ordered as it totally poured down with rain for hours on end.

The track was very wet and extremely soft underfoot which meant many deep ruts on the agenda as far as riding conditions go. I had a pretty good crash in first practice on

this tabletop – you were taking off and landing in really deep ruts and, of course, when I landed in the ruts my poor wee 450 just bogged in solid and I flew over the bars like a gymnast. The track wasn't really any fun to ride but I still was excited about the race and felt confident inside.

The next part I'm finding hard to write about in a way that makes it clear to understand what exactly happened. In many ways I can see my story being interpreted as lame excuses for lack of personal performance on my part. I'll proceed anyhow...

Firstly, the technical control had problems with running their noise testing on Friday because it was raining and it's not a fair and consistent test. So we returned on Saturday morning to get tested but yet again it was raining and it's not a fair consistent test. So we returned later to get tested but yet again it was raining so still no passed exhausts and therefore no scrutineered stickers on the bikes to prove it.

Going out for first and second practices I passed through the technical control tent each time and the stewards clearly saw that I had no sticker on my exhaust.

For qualifying Ian brought the spare bike to have as back-up in case the race bike had a problem. On the second lap or so my exhaust came loose and was flapping all over the place, then it smashed up my rear brake and I lost all the fluid from it. I came into the pit box to get the second bike and the stewards strongly argued that it was not legal for me to take the second bike onto the track as it wasn't through noise control. Neither

was my race bike but they let me ride that!

We robbed parts from the spare bike to try and fix the race bike and I returned to the track to do my qualifying lap with no rear brake, a repaired exhaust and only six minutes remaining. I had no chance and failed to qualify for the races as the top 30 get through and I only managed 33rd.

Being one of the first campers into the 'living area' paddock I was totally blocked in and getting out wasn't going to happen until Sunday night. I painfully watched the races and was filled with anger as I saw my rivals take the points right from under my nose. To top it off I ran out of diesel racing to catch the ferry after the race and had to pay 176 Euros to have a rescue guy bring me some diesel.

By now you must be thinking I'm Mr Misery Magnet and you're never going to read my depressing column again. I say this because you may have labelled me as a pro MX rider and that's the best job in the world so how could I ever complain about anything related to that?

Yes, it is great to make my living racing bikes but that still doesn't make it easy. But often things happen for a reason so I'm over that and looking forward to Canada Heights and even more so the next GP in Spain. Por favor!

Words by Gordon Crockard Photo by Suttly



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*"I must say things aren't really going according to plan at the moment and I'm having a hard time trying to put some time in on the bike and get everything set up - I think it's going to be a tough year for me but I'm sure I'll get things worked out before too long"*



## US of Nay!

**Things ain't going to plan Stateside at the moment for Paul but he's not given up hope just yet...**



**THIS MONTH'S** column comes from the USA where I'm currently based at the moment. I've been staying at Tim Taber's house and trying to get all my stuff sorted out so I can start racing again.

I must say things aren't really going according to plan at the moment and I'm having a hard time trying to put some time in on the bike and get everything set up. I think it's going to be a tough year for me but I'm sure I'll get things worked out before too long.

Things on the UK front seems to be okay and I've got help from Steve Plain who's looking after my bikes and helping me at the BEC events. At the moment he's got my bike ready for the next round which is in Scotland. I hope that we can be closer to Knighter at that one as I was a little bit off the pace at the Breckland. If I'm honest it's going to be very hard to beat him in any races but the odd special test victory would be good.

So like I said the US is not going according to plan at all but I'm hoping I can turn it all around like normal. I think Plainier might come out and hopefully if that happens we can iron out a few problems. I did the race last weekend

and after a good start I began hitting trees and just wasn't riding anything like I should be and didn't finish.

The one who did the team proud was Rat Boy Jason Thomas who podiomed his first race in the US with a fine third place. Well done Rat Boy! His dad is currently on a Greyhound bus going to New York to collect a van for us which is being supplied by Tim.

Off the racing front the first round of the Putoline Fast Eddy champs is going good and work will start two weeks prior to the event. The plan this year will be to get the tracks sorted the week prior to every event and I've got a team of six people who will be taking charge of this bit. The first event will consist of a fairly flat course with a MX track and a large special test type bit plus some woodland sections. The plan is to keep it fairly flowing and not too hard.

Okay, with BEC and Fast Eddy events coming up and plenty of riding to do I better get my ass into shape and get on the gas.

Until then, see you at the races...

Words by Paul Edmondson Photo by Jonty Edmonds

*Fast Eddy*



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***"All eyes were on the Premier class which even during qualification was living up to the hype as McCullough crashed his KTM hard and Sinton continued to test KBC helmets to the limit"***



## And They're Off!

**After rain stopped play at the March Hare MX the '06 season has finally kicked off in the Emerald Isle**

**THANK GOODNESS**, it's here! There are only so many prize-givings, celebrity award parties and industry nights out that a mere mortal with only one liver can attend during the off-season so it's with great pleasure that I can officially announce that the 2006 Irish MX season has started!

The traditional March Hare Motocross was cancelled due to the lack of life jackets available to the MRA (which of course must make it their fault) so the first wheels turned in earnest were at round one of the Ulster MX1 series. And what a day! We're talking 280 competitors, slick organising and it was even sunny.

All eyes were on the Premier class which even during qualification was living up to the hype as McCullough crashed his KTM hard and Sinton continued to test KBC helmets to the limit. As the sun went down it was obvious that the battle for Martin Barr's crown will see a few new challengers.

A name that will be part of the future of European MX – Martin Kohut – went 4-2-1 on the day to lead the Ulster series. This 17-year-old Slovakian rider is a guest of GOMX sponsor Barry Millar and Martin plus his manager Igor and mechanic Joseph may base themselves in Ireland throughout the 2006 season.

Robert Hamilton won the first two races before crashing out of the final outing so the top three after round one reads Kohut, Adam Lyons and Wayne Garrett.

Back in the day when a twin-shock was a modern machine and not a cocktail in the coolest bar in town and Roger Harvey had a moustache that would have frightened even the fiercest of pirates one of the most prestigious events in the UK and Ireland was the John Donnelly Motocross which for over a decade attracted some of Europe's best riders. Well the Killinchy club, with fantastic financial support from Hogans Bar in Downpatrick, has lifted the John Donnelly back up to being one of the highlights of Irish MX.



***Slovakian Martin Kohut is currently cleaning up in Ireland***

With £200 per win the three legs were always going to be hotly contested. And it was Kohut who won the silverware with Hamilton and Garrett filling the podium and indeed their pockets with the hard-earned Donnelly cash.

If only the prize money could be same for all the Irish championship meetings – dream on!

The British Maxxis series will provide a lot of interest this season and I was delighted to see that Gordon Crockard scored enough points to keep within sight of the leaders in the series opener. Martin Barr rode well on his Bike-It/Dixon Yamaha and Hammy scored his first ever MX1 British points in his first ever race on a big thumper. Ricky McKeown stunned everyone with his speed in qualification but was unable to translate this into points.

The Irish GP is the subject of speculation at the moment. If the powers-that-be can come together to make this happen it will be a pleasure to watch the world's best ply their trade at Desertmartin for the second year in a row. And while I'm on the subject of GPs it's fair comment that Team Wulfsport Honda had a bad day at the office at Zolder – you should all be up to speed by now on what Gordy has to say on the matter but I will add that watching the

first GP of the year was not what he had in mind.

Entry forms are now available to download for the Polisport/MCCNI Summer SX series which will kick off on May 10 at Kirkland Moto Park. This series will again be an integral part of the Ballymoney Bike Fest week and will run in conjunction with the North West 200 Festival.

The MotoX TV guys are currently in negotiation to broadcast the three-round SX series on their internet site and pro/celebrity mini-bike races will also be an added feature of the SX series this year. Watch this space for confirmed entries...

Words by Stevie Mills Photo by BikeArt

BALLYMONEY

Stevie





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## GOT SOMETHING TO SAY? Well here's where you should be saying it...

### Hawkstone Hurrah!

As a subscriber to your magazine I thought you may be interested in my photograph of Britain's best dirt bike magazine being advertised in front of the backdrop of the world's most famous motocross hill!

Many thousands of people turned up for a highly successful Hawkstone International and the dry day (except for the one snow shower) and sticky track made it a great day for motocross fans – much credit must go to the Salop club once again for their prep work.

While Dirt Bike Rider will fly its flag at many motocross events none will be placed in front of such a famous hill.

David, Essex

*It's good to see our marketing executive/ banner man is doing his job – maybe we won't sack him just yet. Cheers for the pic, just one question though...you didn't happen to be the star of the movie Silver Dream Racer did you?*



### Costly Carriage!

In today's market where there is increased competition from all the MX dealers for us to shop with them, I – being from Northern Ireland – have come across a problem.

I can't find an online shop which doesn't charge excessive amounts for carriage. I've found most charge between £6 to £9.95 for carriage to Northern Ireland and even if you spend over £50 you still don't get free carriage.

If I want to send something from here there is no extra charge as I'm still sending it to the UK? Can we not pay the standard UK delivery rates? Please help find us a good online shop for Northern Ireland.

Tim, via email

*The extra delivery cost comes from the couriers the mail order companies use and not from the mail order companies themselves. Check each company's individual rate for each individual product you want – there's a big difference depending on package size.*

### Write Stuff!

I am doing some freelance journalism to back up my studies at the University of Kent and I was wondering whether you needed any writers for your magazine?

I would really enjoy writing for your magazine as I feel it is professionally produced and very well written. I'm looking to improve my portfolio and if you can be of any help please contact me. It would be greatly appreciated.

Claire, Kent

*The best way to get your written material in a magazine such as DBR is to contact the editor or features editor directly and pitch your ideas for possible future features. It's also a bonus if you can hook up with an awesome photographer and supply features as a whole package. If you've got any great ideas email in and let us know. Good luck!*



### Track Torment

My name is Barry Barrett and I live on the Isle of Sheppey, Kent. I'm looking for support from everywhere possible to get the one and only dirt bike track on the island and a circuit at Sittingbourne re-opened to the public.

I've spoken to the local council about the track and they do agree that the island needs it but as normal it all comes down to money. What I need to do is prove to certain people that it would be profitable to invest in.

The track does need a lot of work done to make it safe to use again but it can be done and I am prepared to be there to supervise the track before it's open and afterwards so there will be rules the riders will need to stick by. I don't know if it would be possible for you to help by putting this email in your magazine for me.

I'm a disabled biker after one too many accidents but I still like to be around motorbikes of any kind. If anyone can help please call me on 07732 271393 – I'd really appreciate it.

Barry, Kent

*If anyone thinks they can help please give Barry a buzz...*

### Proud Parent

Here is my son Lewis Horman (stormin' junior) aged four and the next big MX star in training! Everyone who meets Lewis thinks he's a real little star and notices the fact that he's bursting with talent. He's always willing to buck in and help out at race meetings and loves practising with dad.

Lewis is a massive fan of DBR and it would make his day, week or even year to see himself in a copy – plus it would really myth (is that even a real word? – Sutt) his dad Dave who has been trying to get his ugly mug in the DBR for the past 15 years ha ha ha!

Donna (proud mum), via email



### LETTERSWINPRIZES

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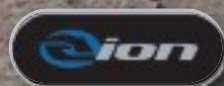
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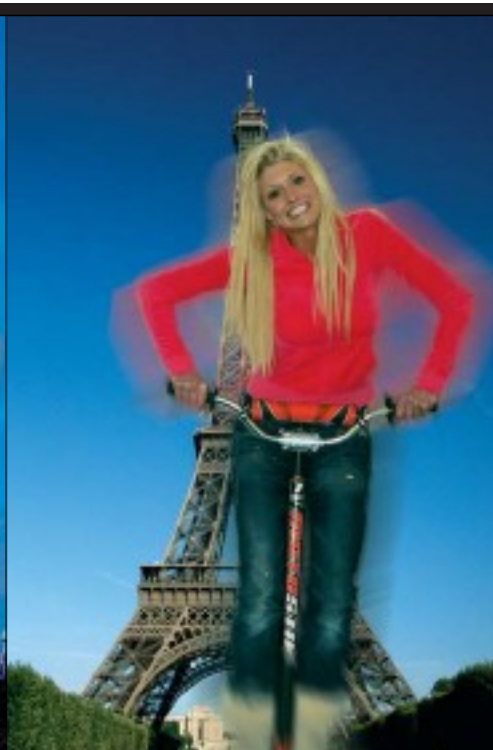
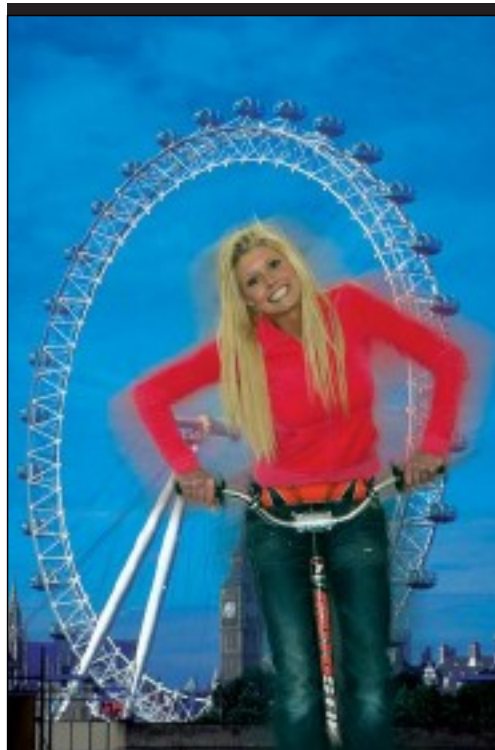


  
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## MotoStik

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## Scott USA

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## TROY LEE DESIGNS

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## FOX RACING

### THE DUNCAN EYEWEAR

When it comes to playing a serious game of Top Trumps you don't wanna mess about with Tony Wackabonie – DBR's resident card shark. Not only is the Italian Stallion a leader of the pack when it comes to shuffling – that's both cards and the variety of the knuckle – he's also a trend-setter when it comes to fashion as his latino flair shines through!

That's why Big Tony will only wear designer goods like these Fox Eyewear: The Duncan sunnies. Fox have long been associated with knocking out some bad-ass moto-kit but as MX crosses over into high fashion the market leaders have expanded their range to include fashionable eyewear and even shoes.

For more details of Fox's range of eyewear check out [www.foxyeyewear.com](http://www.foxyeyewear.com) then hit your local dealer to purchase a pair of the finest sunnies in MX today!

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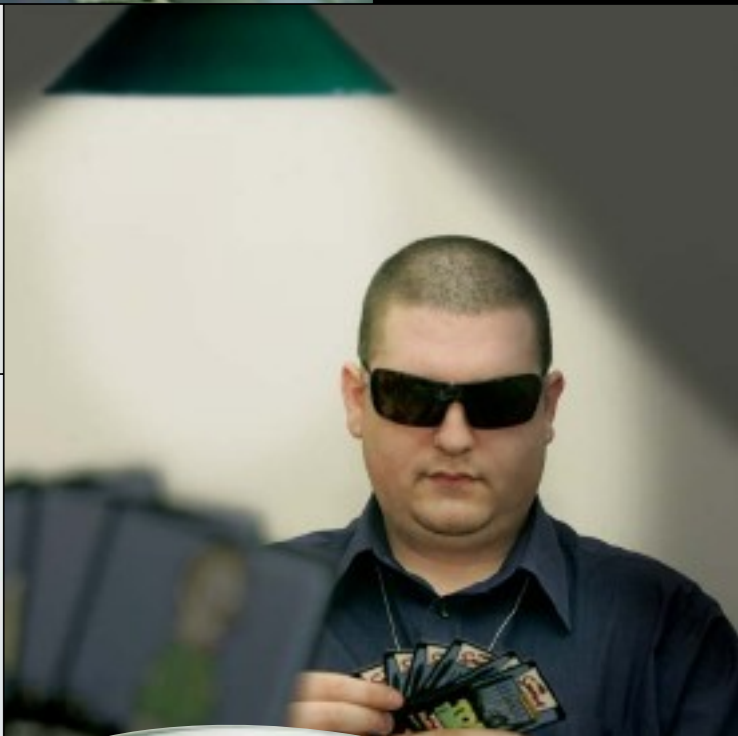
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**Flight club! Stefan Everts  
and Sebastien Tortelli will  
be scrapping it out for  
MX1 honours in '06**







# TOP GUNS!

**Stefan Everts is starting his final world championship season aiming to win his 10th title – Sebastien Tortelli is KTM's hired hotshot, brought back from the US to dethrone the king. We locked the pair of them in the back of an old van on a freezing airfield in Leicestershire for a little pre-fight check...**

Words by Jonathan Bentman Photos by Redeye

**IT'S QUITE** literally freezing outside. This is Britain mid-winter and a bitter north wind is blowing across the dark expanse of the ex-Cold War airfield driving down the measured -1°C to a wind-chilled -10°C.

Jammed tight in one small van, we're parked under the wing of a huge Boeing 747. The heater – turned to max – is gamely trying to keep the temperature liveable while the cabin light barely gives off enough illumination to see each other's breath. Sitting almost knee to knee are a shivering Stefan Everts and Sebastien Tortelli, no doubt wondering just what the hell they're doing here.

The European season has started and after two internationals at Mantova and Pernes the score is Everts 4:1 Tortelli.

Without suggesting that the early season differences between the rivals are purely mechanical, it's a fact that Everts is super-satisfied with his made-to-measure '06 Rinaldi Yamaha while Tortelli's been battling with development with the KTM. The clutch has been a touch problematic and, worse still, the bike's been stalling mid-race and then doing that old four-stroke trick of not starting when hot which means a DNF – a dirty word in any championship vocabulary.

Despite this Europe is buzzing – Sebastien's back and those old enough to remember 1998 recall that was the last year Stefan was truly beaten, by Sebastien of course. Fans are clamouring for the fight.

But our protagonists are anything but bristling. They've been catching up on old times, exchanging raising-the-kids stories and have even been talking shop. With them the hard racing is clearly for the track, not the bench.

**SE** "This is not the first time I've been included in something like this. Before it was me versus Pichon, me versus Smets, me versus Albertyn – there have been many stories like that.

"But I don't think this year it will be like that. There are many fast riders out there, not just Sebastien as it was in 1998."

**ST**: "Yes, last time we raced we were the only ones in the championship. Pichon was not there and Coppins wasn't as good as he is today.

"Things have changed. There are the Suzuki boys too [Ramon and Stribos]. But, yes, the championship will probably come down to two guys."

**SE** "1998 was a very tough season for both of us, we both had our problems but one has to lose. We both deserved to win because we fought so hard but, pahl!, it was Sebastien who was the winner. Now I can laugh at it, you win you lose and sometimes you have to lose to come back stronger.

"Mentally I'm the same as I was back in 1998 but experience – of that I have so much more. Not so much on speed but on how to work on the bike and developing a feel for it. With my training, with my resting, with all sorts of things I have developed a good balance the last four to five years – and that balance is something it can take years to find.

"And my new bike makes a complete difference. I'm lucky that bike has come now. To go into this last season, feeling that everyone wants to kick number 72's ass one last time, I needed this new bike and it is so much better and it's allowing me to increase my level. So I'm looking forward to retiring but inside of me I still have the motivation to race. So this last year even when I'm tired of many things I still have the drive to race and win."

**ST**: "For me I'm coming from having many injuries. But I made the decision to go to America, to race in supercross and there was a lot to learn. That was my challenge, I made mistakes, I suffered and I learnt. I'm back here to get back into the groove, to regain my confidence, to come home and regroup, to know what I'm doing.

"And KTM were the only ones capable of offering me a contract that was interesting for me as I was willing to come back to Europe for only a year, the second year is the States. My focus this year is on the world championship but my future is the States, that's so important to me so I'm willing to make the sacrifice this year to come back and gain my confidence again and to get this last chance to race with Stefan."


**DBR**: But Sebastien, what of the work you have to do with the development of the bike? That's not going so well is it?

**ST**: "Yes, I have some work to do but things are moving in the right direction. I came back in mid-January to get things sorted out, to get the idea of where things were and what the future would be. We are still a month away from the first GP and we have improvements to do in some areas and the team is taking the right resolution.

"That was very important to me, if the team was not working in the direction I was planning then there was no reason for me to stay here. I'm only here for the one year so it has to be right. If it's not right, if KTM are not up to the challenge, then I don't need to be here. And they understand that pretty good, now everyone is working in a good direction and I know we can be ready for the first GP."

**DBR**: So can you beat Stefan again?

**ST**: "Stefan is on the top of his game. He always makes good scores – always top five and never a DNF. Being there every day is important and I know to beat him I have to be the same way. We cannot afford to have a DNF, that's something the team has to work on.

"Stefan is also very fast in the sand and very fast in the mud – which we get a lot of in Europe. So there are two areas I have to work extra on." 





After engaging auto pilot they could relax

**DBR:** Do you see it as a level playing field?

**ST:** "In some areas I think it is, in some areas I don't think it is. I'm aware of my weaknesses."

**DBR:** And these are specifically?

**ST:** "Like I said, riding in the mud. I haven't ridden mud since leaving Europe so I came back early in the winter to do mud riding. And Stefan is possibly the fastest rider ever in sand so I have to work up to him."

**DBR:** So Stefan, how do you rate his chances?

**SE:** "Well, I think for Sebastien the first and most important thing is for him to gain confidence, he

has had so many injuries. And it's not a matter of knowing what you can do on a bike, it's a matter of winning that gives you the confidence you need. So it's up to me to make sure he doesn't get that confidence!

"But I'm sure he hasn't lost his speed, he's always been very fit and mentally he's very hard to break. But he's still at a disadvantage because they still need to work with that bike."

**DBR:** Does that make it easier for you? Will you exploit the potential weakness that is his bike?

**SE:** "No, you can't pick a strategy. You can't tell what's going to happen. There's still a month before the first GP, still time for them to make it

work. I'm not focusing so much on these races [the pre-season internationals], what's happening now doesn't mean he won't be fast at Zolder."


**DBR:** Sebastien, did you get much encouragement from the moto win at Mantova?

**ST:** "Yes, in that first moto I started in third, then passed Stefan and stayed ahead. I didn't try to motor away. But then I had the two DNFs – in the first I had a clutch problem then in the second I had to stop when Brian Jorgensen crashed right under me. The engine stopped and didn't restart. So getting the win was great but the two DNFs showed the bike is not ready for the championship – so that's where my focus is, to get it ready for the first GP"

**DBR:** So Stefan, is there any point in chasing a flying Tortelli if bike reliability is an issue?

**SE:** "I'm not thinking that way. To me I'm just looking to myself and being in the best shape ever. I'm not thinking 'Seb's got to work on this, Mickael on that and Josh on that', that's not how I work."

**ST:** "Yes, that's the best way to lose it, actually, if you are not focused on yourself you will not get anywhere, you must be winning the championship for yourself."

**DBR:** Sebastien, the old nugget of money versus championships has come up before – would you exchange your money for Stefan's championships? 









## GPS VS AMA

The million dollar debate

So which series is the better, GPs or AMA Nationals? How many times have we debated this? Well, let's give it one more go – only we'll let Stefan and Sebastien do the arguing.

**ST:** "You know it's too much for the Motocross of Nations to decide it. It's just too much expecting so much of one day. The two series are like different tracks and different weather. You cannot decide on the basis of one race and you will never have a proper judgement on that basis.  
"We live in two different worlds, the tracks are not the same and we race different schedules. I think if you took the top 10 from each championship that would make an interesting race but that will never happen. You cannot say Europe's better or the USA's better, they are just different worlds."

**SE:** "I used to try and find answers to this but it's a never-ending story. This is Europe. That is America. That's the end of the story. It's the same with generations. You cannot say I am better than Joel Robert or Georges Jobe. You just can't compare."

**It was a tough Hawkstone debut for Tortelli**



## UPDATE

Hawkstone happenings

The morning after our interview saw Everts and Tortelli peering out from under team awnings that were sagging under an overnight dusting of snow. Hawkstone Park combines a seriously ugly mix of mud and sand and typically takes a few visits to come to terms with – not the best prospect for Hawkstone debutant Tortelli.

And for Tortelli it was a matter of riding the old bike too. We counted the number of camshafts a few times and always came up with the same number – one, not two. So this wasn't the 2007 prototype...

You can read about the event later on in this month's mag but, by way of a brief summary, Everts was awesome and Tortelli not-so-awesome.

"The Yamaha was brilliant," said Everts. "It's like my clock, it just ticks along and when you ride it you feel you can be so precise, I feel like I can ride anywhere on the track with this bike."

Tortelli was looking on the bright side. "It's like I said, we'll be ready for the first GP. We've had a positive day, we didn't have any real problems. We don't win the championship today, we did what was important."



**SE:** "I can answer that for Sebastien. He would say 'no' because his dream is America and he wants to be an American champion."

**ST:** "Yes, that's where my goal was and is – that's why I'm going back. I see winning the world championship this year as the first step to winning the Nationals. So, yes, I would trade all Stefan's championships for one championship in the States!"

**DBR:** So the GPs aren't as good as the Nats?

**ST:** "Ah, it's important for me to win here to get my confidence, it's the step I need to take to win there. But to be champion here I need to improve my speed all year. Like I've pushed Stefan in the past and he's pushed me – that's why it's important for me to be here."

**DBR:** Stefan, would you trade places with Sebastien to be able to go and race the Nationals next year?

**SE:** "No. It's enough. It's my age a bit, I'm 33. My racing career has gone so far, I can't even believe it's ending. I've had many many good years, more than anyone has ever had so I was lucky. But it is still sad that it ends."

"I had a chance to race in America in 2000 – Roger De Coster made me a very good offer to race the Nationals. But at that time I was in the Husqvarna/Dave Grant thing with talk of millions and all that bull\*\*\*\* and I got sucked in. Pah! But I'm happy with what I've done. No regrets."

**DBR:** The last time you were in the States was the GP at Budds Creek in 1999.

**SE:** "Yes, I won the first moto and was third in the second, trying to get past Albee to get the overall. And I just couldn't get by and so Windham won the GP. It was the year I had shouted at the Americans saying they were cowards, so when I showed up at the track there were these signs asking





Everts was in dominant form at Hawkstone



## PARENTHOOD

*They're the daddies!*

One area of conversation that these two were really keen to discuss was fatherhood. It almost derailed the whole interview. But how they deal with their offspring actually gives quite an insight into their personalities so it's worth picking over the more significant details.

**SE:** "I feel that there's already a connection with Liam and motorcycles. He's got it naturally and I see it in a few things. Like at Mantova when I went to the podium he was standing at the bottom and he started to scream so bad, he needed to come up on the podium with me. And when I took him up he didn't say a word, he was so serious!"

"Last year I had thought if I win the championship I will take him on the podium but this year I'll take him up every time because I won't know which podium could be the last."

**ST:** "I wouldn't say my children are my motivation because I am motivated normally – they don't change

'Everts – who are the cowards?' I wasn't a popular man! Windham wouldn't even look at me, let alone speak – he was so pissed."

**ST:** "But it worked Stefan – you drew a huge crowd in!"

**DBR:** I think we need to get back to whether Sebastien can win this year. There's more to say on that...

**SE** "If you look where he is now, you could say there's a lot of work ahead. But things can change so quick. It can change in one race. But it can also not change and if he has a problem and it keeps rolling along, week-to-week, then it can become a bigger and bigger issue.

"From my experience when I struggled through 1999 and 2000 there was so much \*\*\*\* around me and I was thinking 'how the hell am I going to get out of this?' but then, not five months later, I was winning again and it had all changed."

anything – but it does make me want to be the best in my life. And I don't like to mix them, I have my racing and I have my family.

"I like to come home and for the racing to be over so I can focus on my family. For me it helps to break away from racing and get my mind on something else – it makes me more focused when I am racing. So my kids don't come to the races and I get to focus on the job in hand.

"But at the end of the day I'm on the first plane back home to be with them."

**SE:** "For me I love having Liam there. When I come back to the camper and I come back from training and he's there I can laugh with him. And I enjoy having him around even when I'm having a bad day, seeing him makes me laugh and enjoy the day a bit more."

**ST:** "Hmm, maybe I should try that. But when I want to be with my family I want to be 100 per cent with them and when I'm racing I want to be 100 per cent with that. It's like my wife says, I cannot do more than one thing at a time – not like her!"

**ST:** "For me there is no question. I know I am capable of going fast, that is not on my mind. I know physically I will be ready. That is out of mind too. Today my only question is the bike. I'm pretty straightforward. If things don't go where I want them to then I fire a shot, a warning. Already we have two shots, made two mistakes, that's already enough, there will not be a third. For me they do as I ask or I have no reason to be here because they are not here for the winning. And that's the way I am!"

**DBR:** Are you saying 'three strikes and you're out!' Next time the KTM goes boom that's it?

**ST:** "Yeah, they'd better be ready for it! I've already given them warnings and over the next few weeks the changes are going to be made. It's not like there are 10 ways to win a championship, there's only one. And the only way is for everybody to be ready. I'm not going to sacrifice any time training and trying to get ready for the championship if the other side is not ready."

**SE** "He's completely right."

**DBR:** He is? Do you think if you were in Sebastien's position you'd be telling Kurt Nicoll something like 'do it – get things right'?

**SE** "Knowing what I know, or knowing what he's [Sebastien] knowing? Because that's a big difference!"

**DBR:** Wow! Well, let's say knowing everything...

**SE** "Look, I would not have been in his position, I would not have signed for KTM. Hmm, I think we've got to change the subject now, I cannot go further, I've said enough!"

**ST:** "Stefan has a great relationship with Yamaha! [Laughs] I know where I am going, I know what I want and I think if they [KTM] are ready for the same thing – which they want to be – well, we'll see where they come up to..." 🐉





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The impending Everts v Tortelli battle for the '06 MX1 crown has been mercilessly milked in the off-road press – but is the fight for real? We thought we'd ask the public at Hawkstone programme...



Jordan Salmon

**Jordan Salmon**

Who will win: "Everts, he's the best."  
Advice to Tortelli: "Stay in bed!"



Wayne Minard

**Wayne Minard**

Who will win: "Everts, he's the greatest."  
Advice to Tortelli: "Try and push Everts off at every corner, play dirty. To be honest Tortelli doesn't stand a chance."



Anthony Hughes

**Anthony Hughes**

Who will win: "Everts, he's the better rider."  
Advice to Tortelli: "Ride a bit quicker – but at the moment Everts is unbeatable."



Rindy Frost

**Rindy Frost**

Who will win: "I think it'll be close. Sebastien on the hardpack will be very, very quick but on the sand and softer stuff it'll be Stefan all the way. My money is on Stefan for this last time."  
Advice to Tortelli: "I think he really has to learn the tracks. I think the States is very hardpack biased and the sand riding they do isn't as intense as it is here. He's got to get back to that and then he's got to knuckle down and go for it."



Michael Reynolds

**Michael Reynolds**

Who will win: "Stefan will do it again – he'll put everything into it for the final time. I think over the past couple of seasons he's just got better and better and these internationals have shown his intentions for the season."  
Advice to Tortelli: "I think he's just going to have to rely on doing well on the hardpack as on any of the technical circuits Stefan will have the upper hand. He's been Stateside many years so I don't know that much about him. It's going to be interesting."



Gary Smith

**Gary Smith**

Who will win: "Stefan Everts because he's the best."  
Advice to Tortelli: "Go a bit quicker but stay smooth and fast. Sebastien needs to keep up with the quick boys and stay there."



Axel Maeney (F)

**Axel Maeney (F)**

Who will win: "Pichon! Because he is more regular, I think. Stefan's the best now but Pichon wants to win."  
Advice to Tortelli: "Maybe if Stefan crash and with a bit of luck he can do it!"



Sebastien Laboue (F)

**Sebastien Laboue (F)**

Who will win: "Tortelli, he has the experience in the USA, he can be more fast and with more speed he will take advantage. Today maybe he's not in good form, not in good shape, he needs to have better holeshot and then he can take advantage."  
Advice to Tortelli: "It's very difficult to beat Stefan but I think Seb can do it – and Mickael too!"



James Bates

**James Bates**

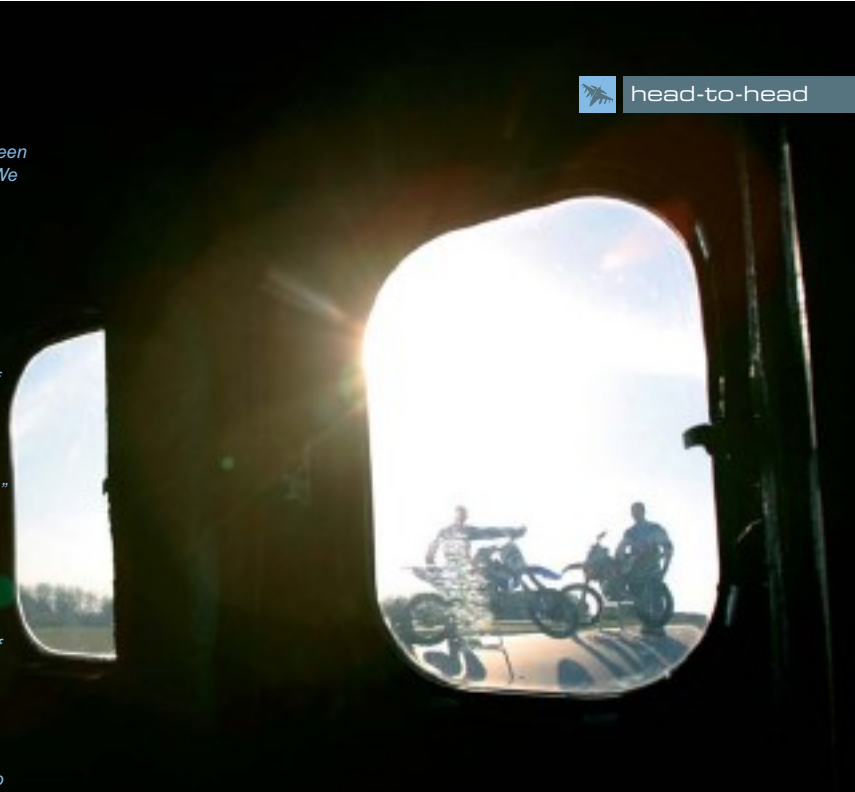
Who will win: "Stefan Everts because he's smooth and consistent. To beat him you have to keep in the top three all season and keep winning races."  
Advice to Tortelli: "To beat Stefan you have to keep putting him under pressure until he makes a mistake."



Smart group

**Smart group**

Steven Brand, Stacey Weaver, Jordan Payne, Matt Weaver and Ben Smart  
Who will win: (all together) "Everts!"  
Advice to Tortelli: (Stacey) "I'd take Stefan out!"  
(Everyone) "Yes, take him out!"  
(Jordan) "And push yourself too, Seb!"



"Laugh at my shoes again and you'll get a slap!"

**DBR:** This is all too interesting! Sebastien, what do you think needs changing?

**DBR:** So, if in the next month the engine isn't working you'll use last year's bike?

**ST:** "We will be ready for the first race [smiles]!"

**ST:** "Today KTM have the potential to make a very good bike, they just don't want to take that option. We still have a month to go and to get things taken care of and so we are today still in development in one area. They have a bike they have been running for years and they have no problems with..."

With the interview over Stefan and Sebastien scurry off to their hire cars and set course for Hawkstone Park where they're racing in the morning, despite the sub-zero temperatures and the swirling snow. Ah, the pure pleasures of early season racing in Europe.

**DBR:** And that's BT's bike from last year?

Left alone in the van we can only contemplate the sub-zero response Sebastien's comments may receive in Mattighofen. But then we remember we're talking grown men and we're talking the facts of life.

**ST:** "...so they have a bike that has no problem. But today they are trying to develop a bike that is a prototype for a 2007 model. And you know that with a new engine it doesn't work great at first."

Developing race machines has never been an easy business. And why should we feel embarrassed to discuss it? Why should factories enforce a closed-door absolute silence policy on the very facet that's actually one of the most compelling aspects of the sport?

"They've got to a set-up working to a certain level of racing but when you put proper racers on it, when you take it to the next level, then the problems show up again."

Motocross is a real-life business, conducted by guys who call it like it is. So we'll watch Sebastien's progress with keen interest and not without compassion for his employers, the little manufacturer with the big heart.

"That's normal, that's the way things go forward. So they have to go a lap at a time to prepare the 2007 engine."

And we'll also wonder just whether anyone has an answer to the machine that is Stefan Everts, the ultimate racer...











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*The '06 Sherco's blend drop-dead good looks with top-notch performance – shame the same can't be said for Clarky!*

Words by Dan Clark Photos by Suttly

**With a cool new look for '06, Sherco's 250 and 290 trials weapons talk the talk and walk the walk...**

# BACK IN BLACK!

**SHERCO HAVE** obviously done a lot of development for this year's bike with the main changes being the frame and the cosmetics which are much improved.

The frame was quite square and not in keeping with the look of modern trials bikes so they've slimmed it down a bit, curved it in and given it a black finish which is a real nice touch. Viewed from behind the bikes look very sleek and perfectly tailored for trials.

The graphics are new and the back mudguard looks more 'designed' which is good. Everything about the Sherco's looks really simple with nice clean lines. The Paioli front forks have a nice anodised black look to them – they've really gone for the black look this year with the black rims as well. All very impressive and sure to appeal to fashion conscious trials riders.

Everything about the Sherco looks really small and easy to work on. In the past it's been hard to get to the water cap on the radiator so they've moved the ignition coil to ease access – they're trying to make it as easy for the

mechanic side of the job as possible.

The rear suspension is new for this year and the changes are very noticeable. When you hit a step hard it absorbs the impact rather than just pinging you off. Sherco run a rear linkage and although this requires a little more maintenance than systems which have done away with the linkage it's very effective.

The forks have also changed – last year there were just two springs and oil in there but for '06 Sherco are using top-of-the-range Paioli with one dampening and one spring fork system which works very well.

Both bikes have AJP four-pot front and twin-pot rear calipers which are double the size of the '05 brakes and do the job of stopping the Sherco's faultlessly.

Another big change for this year is that they've moved the footpeg position down and back a little bit which helps make you feel that you're more at one with the bike.

This year's 250 feels really soft which makes me think it's aimed at Clubman and A Class youth riders. It's very clean throughout the

range and the way the power comes in from the bottom up to the top-end should more or less suit everybody. On hillclimbs you can get your weight back a bit more so you do feel at one with the bike and it finds grip so well.

Rock steps are not a problem and the front and back suspension works really well together.

The 290 is really for the big boys of the British championship and you can tell from the engine note as soon as you get on it that it's got a lot of grunt. There are some great snotty climbs here and in third or fourth gear if you drop the revs off it's got loads of bottom-end but if you really get it going you have to be on the ball as it's got enough power to get you into some real scrapes if you're not careful.

The suspension works just as well as on the 250 and never felt as though it was being pushed to its limit – despite being crashed into some fairly large rock steps.

Personally, out of the two bikes we tested I prefer the 290 – it just feels as though it's got that extra grunt needed for throwing at those really man-sized sections.











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**We reckon the 250's aimed at clubman riders but it's still got plenty of zing**



**bike test**

## High and Dry!

WHY DEEP WATER IS HOT WATER

Words by Lawless

The last time I tagged along on a Sherco test it all went horribly wrong, ending with a bike that had ingested large quantities of Yorkshire stream and a long push back to the van. And while the push back was in my book sufficient punishment for drowning the sparkly new Sherco, it was nothing compared to reception I was expecting from Uncle Malc. So I did the decent thing – I handed the water-logged 250 to Martin Rathmell and headed straight home!

Luckily, we're all grown-ups and while accidents do indeed happen and boys will be boys there's no use crying over spilt milk. So when we rolled up at Tong for our test of the '06 machines I'd put the events of 12 months ago firmly behind me.

"Morning Seamus," grinned Malc, "you'll be staying away from water today..."

The day had started badly when a closed off M6 called for a detour and the subsequent delay meant the Little Chef brekkie had to be cancelled in favour of grotty garage grub. And now Malc was putting the frighteners on me...

"Mumble, mumble, mumble, no problem Mr Rathmell, sir," seemed the required response before I sloped off around the back of Suttly's Vito and got changed.

While Clarky got stuck into the serious stuff on the 250 I warmed the 290 up on the man-made slab section that forms part of Tong's 4x4 course. Last year's 290 was aimed at clubman riders but for '06 it's got its pro-punch back.

I can see how you could easily find yourself in a whole world of hurt aboard this but the throttle doesn't have to open all the way.

There's loads of bottom-end grunt and by feeding in the power it gripped like a tractor on the slick-looking slabs.

Down at the bottom of the venue it gets real snotty with a selection of steep climbs and big banks out of a deceptively deep stream – sorry Malc! – and the 290 made mincemeat out of them. In third gear with a short run-up the Sherco moved easily from walking pace to banzai attack-mode and just kept pulling up the crappiest of climbs.

After a trade with Clarky I got to turn the wheels on the 250 which felt every bit as well-balanced as the 290 with a comfortable riding position.

Light and flickable, while the 250 didn't have the pure power of the 290 it was more than enough bike for me.

**A revised footpeg position helps when it comes to finding grip**



**Lawless points the 290 in the opposite direction of the stream**



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Given the choice Clarky  
would go for the 290

bike test



250

**Capacity:** 249.7cc

**Bore and stroke:** 72.8mm x 60mm

**Front suspension:** 38mm Paioli (185mm travel)

**Rear suspension:** Olle (175mm travel)

**Front brake:** 185mm disc

**Rear brake:** 145mm disc

**Carburettor:** Dell'Orto PHBL26

**Wheelbase:** 1322mm

**Dry weight:** 69.5kg

290

**Capacity:** 272cc

**Bore and stroke:** 76mm x 60mm

**Front suspension:** 38mm Paioli (185mm travel)

**Rear suspension:** Olle (175mm travel)

**Front brake:** 185mm disc

**Rear brake:** 145mm disc

**Carburettor:** Dell'Orto PHBL26

**Wheelbase:** 1322mm

**Dry weight:** 69.5kg

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# HARD CASE

OFF TO THE BRITISH MX CHAMPS...



136







He's got the speed to win this year's MX2 title but first Marc De Reuver's got to stay on two wheels – and out of casualty – for long enough to finish a GP season...

# CRASH KING!

Words and photos by Alex Hodgkinson



Marc was in fine form at the Lyng Brit champs round



**IT'S BEEN** nearly three years since Marc De Reuver scorched to his one and only GP win and he's never finished top six in the world. But the 23-year-old Dutchman still goes into this year's world series as one of the hot tips for the title – if he can stay healthy.

Because of injuries Marc has raced just 27 GPs in three-and-a-half years on the Champ KTM team (in fact, his orange debut in Sweden in 2002 actually marked his comeback from a bang on the head). And it's a failing not lost on the Lommel-based rider.

"I think you could just about say, without anyone arguing the point, that injury has held up my career," he laughs. "Maybe I sometimes get a little over-excited. People often tell me I only need to calm down a little and it's going to happen for me and I say 'yeah, yeah' – but then when I sit on the bike again I say 'no'. I just can't help it.

"I'm not an accident waiting to happen but I need to get some results this year. Three years in a row nothing. KTM must think I'm a nice

© Suffy



**Marc De Reuver's only GP win came in '03 – he's hoping to add to his tally this season**



dude but if they don't sell KTMs with my name then it's over."

Just take a look at the tale of woe.

"In '03 I crashed at the Dutch championship. I won the first heat from Eggens and I was chasing him in the second heat but he was pulling away a bit, I got a little frustrated, crashed and dislocated my hip.

"In '04 I broke my neck at Teutschenthal. It was a racing incident, just one of those things. That can happen to anyone any time. Then at the last race of the year I crashed at Veldhoven and had bleeding in my brain.

"In '05 I wrecked my knee at the first Dutch race in March. The track was frozen and I had to start on the second line because the transponder had not worked properly in the morning. I didn't do anything stupid but another rider crashed in front of me, I slid into him and I blew the ACL, the medial ligaments and also had damage in the back of the knee."

"At Oss in '03 and Veldhoven, those were my own fault – but Teutschenthal and Gemert were

just incidents I had no control over."

Notice anything? Marc and KTM certainly have and have taken steps to reduce the risks.

"I'm not riding the Dutch championship anymore. In those races I can blame myself for the crashes in the end but I find myself in situations which are beyond my control. The difference in speed between me and most of the guys on the track is just too great. Time and again I have found myself misjudging the speed differential and that puts me in awkward situations. Sometimes I was looking for the gap to pass and our lines were still crossing when I got there.

"I raced Pernes, Hawkstone and Lyng but Kurt doesn't want me to race anywhere else once the GPs have started. After the GPs I can do what I want again. But I have no argument with that. I feel too that that is the best for me.

"And I have to admit that when I race too much I get bored and that is when I lose concentration and crash. When I am racing at the top level and am fully concentrated I hardly

ever crash but when I relax I have a tendency to crash – and crash hard. I have to be fresh and pumped every weekend."

Marc's '06 plans were a source of continual speculation last year – speculation that was fuelled by his open desire to move across the Atlantic.

"The American dream has been blown away now. You know, when I go on a sand track it's natural for me and for those guys over there they have the same feeling on a supercross track and they don't crash so much. Now, if those guys try to ride sand and they crash it's not such a big problem because sand is soft and it doesn't hurt so much but you don't want to crash in supercross because you end up in hospital. And I don't want that anymore. I've been hurt enough.

"To be really honest the attraction of America was the money! I like the American lifestyle for two weeks holiday but then I would rather be home. It's not that I'm homesick but I prefer the way of living here. The weather



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is nicer there and the food is okay but the way of life in Holland and Belgium is home for me and I don't want to give it up.

"For Ben and Tyla it's really a dream but it was never that for me. America's not so special, they just have a lot more money and that's nice for when you stop. But I don't want to be an old man before his time when I stop, limping and all. I think if I went to America I would injure myself so much – even more than here – and there is a life after motocross!"

The next plan was MX1.

"For a long time KTM didn't know what they were going to do, then I got a call from Kurt to say I was MX1. So after Ireland I only rode the 450 at the Belgian championship, the Nations, the Dutch championship. I never touched the 250 anymore. Then, as soon as Pichon signed at the end of October, Kurt called me that I had to go MX2 again. I was bitterly disappointed at the time but I'm okay now and perhaps one more year in MX2 will be good for me.

"On sand tracks I can ride any class. But I have to be able to do it on the hard tracks. I'm getting there but I still have to do more. At Orp-le-Grand last year I holed out three times and was third overall. I even won the first heat over Everts and that felt good. But at the Nations I was not so comfortable. I did okay for me but it could be better.

"I will put everything I have into one last try at MX2 and after that I go MX1. I can't put it off any longer than that and I think I am getting there physically. I still need a little more strength in my legs for MX1 but otherwise I'm already there, even though the bikes tire you differently. In MX2 there is a lot more emphasis on your breathing, in MX1 you need sheer power."

While team-mate Rattray bounced back with a hat-trick of wins at the end of last year, Marc's return to racing was gradual.

"Tyla could afford to sit it out until he was ready to run up front but I had to come back as soon as I could. I had crashed at Veldhoven at the end of '04 and had brain damage so I couldn't ride until the first of February and four weeks later I crashed again. I had only one moto in Gemert in nearly a year and I was out of race practice.

"At first I thought I would be able to do okay at Nismes but I got a shock. I really struggled the first few races because I just wasn't used to having other people around me when I was racing but by the end of the year I was back.

"In Lierop I was really good but the second heat I made a small mistake and let Tyla get away by eight seconds. I couldn't close him down again and blew myself up. But Ireland should have been mine. I won the first heat and I made a silly mistake in the second heat and spun round. I just wanted to get to the front too quick.

"People couldn't understand why I was so angry after that race but I should have won. I so wanted to win one GP before the end of the year and I threw that one away."

So who is faster – Marc or Tyla? "I think I am faster than Tyla but you only have to look at the results to see that he is doing something better than me. He has been able to ride more consistently at speed more than me and has deserved his successes.

"But there are not only the two of us.

Cairoli's going to be good again. You only have to look at an MX2 start and you can be sure that he is there in the top three – not just sometimes, every time – and that's important. He's a smart rider.

"He puts in some really fast laps in the beginning and then he can cruise. And don't underestimate Philippaerts. When he





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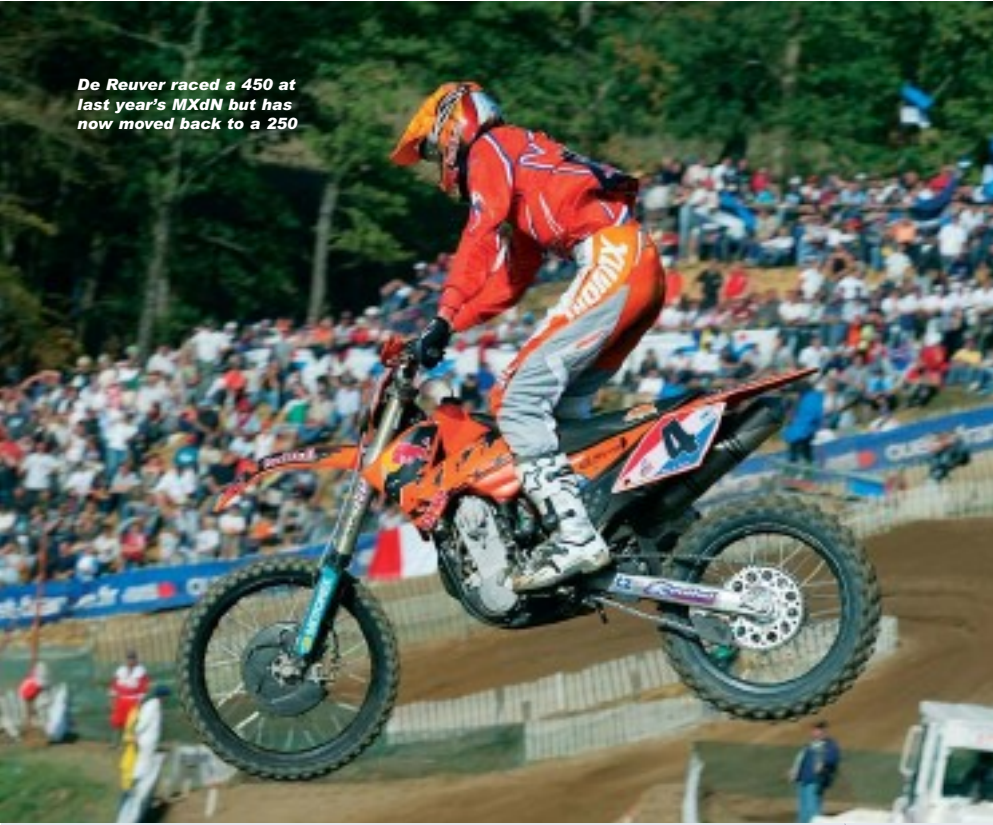
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De Reuver raced a 450 at last year's MXdN but has now moved back to a 250



has another rider in his sights it is like the red flag for the bull.

"I don't know about the Pourcels. The little one has huge talent but I don't know if he is ready yet to put it together every week for a whole season. But he is cool, he doesn't panic and I wouldn't discount him.

"And consistency is so important. Just look at

McFarlane last year. For sure he was nowhere near the fastest but he was leading by more than 30 points at one stage. There will be days when I'm not feeling or riding 100 per cent. Those are the days when I need to be riding four or five and know that that's the limit. Those races are going to be the key for all of us.

"You know, this is the first winter in three

years that I have been able to train free from injuries. That's a good feeling and I'm pumped.

"For sure I hope to stay with KTM. I am really happy with them and I hope they with me. I'm just gonna do my best and I hope that is enough. There is only one place to be aiming for and that is the title. I know I have the speed but I need to finish a season out healthy!"



## MARC'S BEST RACE

De Reuver's Dutch des dazzler

Marc's greatest race was undoubtedly the '04 Nations at Lierop where he pushed Everts to the limit as he gave the venom-spitting factory 250cc two-stroke from Mattighofen its most outstanding result in its very last outing. Remarkably, Marc plays down the ride.

"Ah, that was different. Home soil, big bumps. Races at tracks like Lierop are between the Belgians and the Dutch. But I must admit that day everything went perfect – the way I felt, the bike, the crowd."









# COMING TO AMERICA!

**While he may not be real royalty like the Prince of Zamunda, Ryan Voase – the king of the UKXC scene – is so happy to finally make it to the States you can almost see his Soul Glo**

Words and photos by Jonty Edmunds

WHEN DELTA Air Lines flight DL65 touched down in Orlando on January 18, GB Hare Scramble and UK Cross-Country champion Ryan Voase realised a childhood dream. Having made more trips to America's Sunshine State than he can remember during the past 15 years, this was the trip he'd dreamed about ever since he was 12. Ryan had arrived in the US to race as a full-time professional on the Pro Circuit Monster Energy Kawasaki off-road team.

"As long as I can remember it's been my dream to race in the States," admits Ryan. "I always wanted to make it as a motocross or supercross racer in the US when I was a schoolboy but when I got ill [Ryan had a lung tumour removed almost a decade ago] I knew I'd probably never get the chance. If someone told me then that one day I'd be earning a living in the US as a cross-country racer, well, I'd never have believed them."

But just two days after his 27th birthday – having only days earlier travelled to London to pick up his work permit and visa – that's exactly what Voasey was doing. He was in the US at the start of his first season as a full-time US GNCC racer. He was excited, relieved, more

than a little nervous but more than anything he was ready to race.

Ryan's deal in the US was a last-minute one. Having longed for the opportunity to compete in just one US cross-country race during '03 and '04 the opportunity never presented itself so Ryan stayed home. Then almost out of the blue Kawasaki US called and asked if he'd like to come over having heard that he'd won both the GB Hare Scramble Series and the UK Cross-Country Championship.

"I did a World Off Road Championship Series race, on the west coast, which was great," recalls Ryan. "I won my qualifying race and rode really well. I knew that a good result would probably get me a ride in the US so it was kinda my one chance to impress. I got fourth off the start, moved up to second but then I crashed and finished in sixth. Considering I turned up a few days before the race I was pretty happy with the result although I could have done better."

Not sure if he had done enough to secure a ride, as soon as he got home he contacted Kawasaki US and made sure they knew he was serious about wanting to race in the States. "It seemed as if something would happen initially which was great but it got to the point where I needed to put something together for the UK or I might miss out if nothing in the US came off."

Kawasaki eventually decided to sign former WORCS champion Nathan Woods but said that support was available if Ryan wanted to return for a couple of races. "To be honest I would have been happy with that," explains Ryan. "I was in the middle of building my own house so

I would have been able to finish that while using '06 to try and get a ride for '07."

In late November Ryan got the call he'd hoped for. With Kawasaki US having set up a new GNCC team under the leadership of Fred Andrews their options for riders were limited. It was Ryan's big break.

"I guess Kawasaki were out of options in the US because it was late in the year," explains Voasey. "When they asked me if I wanted to race I thought about it for a couple of seconds and said yes. It's not the kind of opportunity you get every day – I knew I wanted to do it so there wasn't too much to think about."

While Ryan is getting paid to race the US GNCC series he's certainly not getting rich. "It's not about the money," Ryan is quick to answer. "I am getting a salary but it basically just about pays for me to get to the races and live – the rest I have to find. The deal I have is great and the people that are supporting me have given me a great opportunity, a great bike and a great team."

After selling his van back home – and with the support of long term sponsor LPE – Ryan now has all he needs to go racing in the US. And having spent six years doing motocross GPs in Europe and earning just enough to get to the next race he's grateful just to be in the US.

"I'm putting everything into racing in the US because it's what I've wanted to do for so many years. If I'm not prepared to invest in myself then how can I expect others to invest in me."

"The team is great. We don't have a huge truck like some of the other manufacturers





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Ryan stocks on water at a little ole corner shop y'all

but what we have is perfect. Freddy has taken me in and is a great guy to work for and there is a real laidback atmosphere in the team which is great. Everyone is in good spirits and I think it's the best team for me to be in. It's like what I'm used to. I know that Freddy wants to expand the team and I hope I can be a part of that."

The US GNCC championship certainly isn't short of competitive, talented and experienced racers. And Ryan had raced against none of them before the opening round of the '06 series – the Orange Crush GNCC.

While most riders – like reigning GNCC champion Juha Salminen – travel over from Europe to compete in at least one race before committing full-time to the 13-round series, Ryan arrived at the first round as green as grass to the whole US off-road scene.

"I met Freddy for the first time the day after I arrived in Florida," recalls Ryan. "I didn't even know what he looked like until I met him that first time. I spent five weeks riding pretty much every day before the first round and my fitness was much better than at any time when I used to do the GPs."

But despite knowing that he'd done his homework and put in a serious amount of saddle time, Ryan was a big bundle of nerves at the first race.

"There was such a great atmosphere at the first race but I'll be honest I was \*\*\*\*ting myself. Because the first race is part of Daytona Bike Week the place is swarming with industry people. I knew that I had worked hard and was really fit but the feeling of uncertainty was much stronger than my confidence. I didn't know what

the pace would be like from the start of the race, how aggressive I needed to be, whether I'd get a good start. There were so many unknowns. I was a bundle of nerves."

As the race drew nearer all the teams in the Pro pits readied themselves for the start, Travis Pastrana gave one last pre-race interview and the organisers watered the first turn one last time.

"I knew a lot of people were looking at me before the race wondering who I was and why I'd been given a team ride ahead of some of the US racers," explains Ryan. "When I knew I would get last pick of the start it made me even more determined to show people that I was there because I was good enough. Despite being nervous about the race one thing I'm pretty confident about is my starts."

And Ryan was right. Exiting turn one in third behind Salminen and Charlie Mullins was a near perfect start to the race and about as good as he could have hoped for. Not wanting to push harder than he felt comfortable with, nor wanting to drift towards the rear of the Pro class, Ryan settled best he could into a pace he was comfortable with.

"I just wanted to relax into a pace that I could maintain," admits Ryan.

"Shane Watts and a few other riders passed me and I could feel how tight my arms were. I couldn't believe just how rough the track was on the opening lap, it was like the last lap of a sand GP I just wanted to get through the race and place as near to the top 10 as I could. The race was brutal, it took everything out of me."

At the end of the three-hour race Ryan placed 10th – a result that he and his Kawasaki team were pleased with. Reckoned to be one of the toughest GNCC races ever, the fact that riders like five-time champion Rodney Smith hadn't managed to go the distance and Australian Glen Kearney needed to be given a drip after the race proved just how physical it was.

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**ALLCOMIX**





of the series took Ryan to Georgia. Spending all of his \$200 winnings on filling the gas tank and the fridge of his \$10,000 RV, the first proper woods race of the season saw Ryan again start well as he placed inside the top six.

"I got a good start – I think I was in fourth for a while – but then I hit a bog and got stuck. A few riders passed me but I just tried to settle into a rhythm. I put a bit of a spurt on during the second lap but then made another mistake. Someone pointed me a line which I took but it turned out to be the wrong thing to do. I got a load of branches wrapped around my rear wheel which cost me a load of time and basically ruined my race."

Once you drop off from the freight train at the front of the race it takes a super-human

effort to catch back up – a lesson Ryan learned the hard way. "I guess I just made some bad line choices. When I'm following riders I'm okay, my speed is good. There are just so many lines out on the track that it's a job to know which ones are the best."

So after the opening two rounds of the US GNCC series Ryan had finished in 10th and 16th and sat 12th in the championship standings. It's a steep learning curve but Ryan's a keen student.

"What I have learned so far is that there are a lot of guys that are fast – 15 to 20 riders are all fully committed and want to win and will take every opportunity to win. In Europe riders seem to settle into the race before

pushing hard. Here it's like a three-hour motocross race. The pace is fast and you need to be fast from the start.

"I'm looking forward to the rest of the season. I know I still have stuff to learn but I know my speed is good so I'm confident that I will improve my results. The two months I've spent in the US so far have been great. Of course it's hard being away from your friends and family but racing in the US is something I've wanted to do for such a long time. I'm going to give it 100 per cent."

After two rounds  
Ryan lies 12th in the  
US GNCC standings

## RIGHT PLACE, RIGHT TIME

How Ryan's US deal came about

"Initially I was trying to hire a guy from the US called Chucky Woodford," explains Pro Circuit Monster Energy Kawasaki team manager Fred Andrews. "I thought the deal was done but then he decided to quit racing. Kawasaki UK called Team Green in the US and explained that their rider Ryan Voase would like to come to the States to race. Kawasaki US then called me and told me that Ryan was keen to race on the team and that they thought I should hire him. I called a few people in the UK to find out more about him and basically the deal came together really quickly."

"The deal was just for six races initially because I didn't want to have a rider on my team that was no good, heck I'd never even seen him let alone seen him race. The last thing I wanted was a rider that couldn't even make it into the top 20 on my team for the whole year. The first time I went out to do riding with Ryan I could tell that he has the drive and ability to do well so there's no doubt that he'll be here all year."

"Ryan really impressed me at the first round of the series because it was his first race in the US, he didn't know what the pace was like and had to deal with the pressure of being the new kid. I appreciate the fact that he is following his dream and giving this his best shot. I caught up to him in the race and we had a good pace going together. Learning how to race in US woods will take a little while but he wants this so I'm sure he'll do good."





**DBR test rider  
Chris Hammal  
takes the strain**



# CORE STABILITY

Words by Alan Milway Photos by Paul Thomas

**Body position is vital for riding technique and your core muscles are vital for body position...**

**IT'S BACK** into the gym this month for a look at an area that's often overlooked by many riders.

When you're riding, your body position on the bike greatly affects your riding technique. With practice your body position improves but fatigue is a cruel mistress and ruins this technique as you start to run out of steam.

We need to aim our training at improving balance and posture – two areas that will deteriorate greatly with fatigue. This type of training translates very well to your riding so you are clear in the knowledge that it is directly helping your technique on the bike come the weekend.

The aim of training the 'core' muscles is to adapt your body to effectively recruit them and

provide support to the trunk and lower back (lumbar spine) during dynamic movements. The lumbar spine is inherently unstable and relies on the surrounding muscles to provide support and stability. The lower back is very susceptible to injury so strengthening and stabilizing this area will help reduce the chance of injury and pain.

What are the muscles of the 'core'? The muscles targeted are the smaller and deeper lumbar spine and trunk (stomach) muscles. They are not always used during normal sit-ups and therefore are often neglected in favour of the search for the six pack! Many of the muscles are not visible but they play an important role so must not be overlooked.

The aim of the following exercises is to increase the endurance of the core muscles as it's not necessarily the ultimate strength of these muscles that's important but their effectiveness in working over a prolonged

period of time without fatiguing.

If you think back to a riding situation, movements that are quick and simple at the beginning of the day before riding can become more of a challenge as the day wears on. It's this 'strength endurance' of the muscles that we are looking to improve, not the pure strength of the muscles.

The core muscles are essential in maintaining correct posture when challenged. For example, when your feet are shoulder width apart your knees should be directly above your ankles and your pelvis should be parallel – easy to do at rest but when you stand on one leg it's suddenly a lot harder to keep your pelvis parallel or your knee above your ankle. Just try it!

The first position to try is the abdominal hollowing technique. This helps you learn to recruit the deep core muscles, not just the main abdominals.







*Swiss balls are great for improving core stability*



*These guys worship their work-outs!*



*The giant pea felt left out*

- Lie on your back with your knees bent. You should lie in a 'neutral' position with a natural 'S' shape in your spine which leaves a small gap between your lower back and the floor.

- As you breathe in pull your belly button down as if you want it to touch the floor beneath you like you are zipping up a tight pair of trousers. Hold this for 10 seconds and repeat three times. I find that putting your hands either side in the hollow of your lower back and aiming to squeeze them as you do this helps focus on the correct technique (by squeeze I do not mean forcefully – you do not need to strain to perform this).

- Do not aim to contract your whole six pack as it is actually the transverse abdominus muscles we want to focus on. And don't hold your breath while doing this – try to relax but still focus on 'tightening' and holding this position.

The next position – leg raises – is a development of the first technique.

- Lie on your back with your knees bent, adopting the same position as for the abdominal hollowing technique. Pull your belly button down to the floor as before and as you are holding this slowly straighten your left leg and hover at about four to six inches. Hold for a moment and then return to the original bent position but still just hovering. Repeat 10 times for each leg.

- Remember that your spine and pelvis should NOT move at all, if they do then you have not achieved correct stability. Use a slow and controlled movement.

These two exercises should form the basis of your core stability training and are worth doing with every training session. However, as mentioned previously, the aim of this training is

to allow improved performance when on the bike. So we should follow these exercises with ones that are dynamic and that will also challenge and therefore improve balance and the co-ordination of these muscles.

This is where those large beach balls come into play. Known as Swiss balls they were once shopping channel home exercise fodder but are actually a very useful way to train. One of their best assets is that they are a very versatile way to train and can improve core stability while training other muscles groups.

With practice you will be able to do press-ups on them and even balance on top of them. All the while you are challenging your core muscles to keep your posture correct and stable.

- Thank you to Virgin Active Health Clubs for accommodating us. For your nearest VAHC go to [www.virginactive.co.uk](http://www.virginactive.co.uk) or call 0845 1304747.





pic: 01a



pic: 01b



pic: 02a



pic: 02b



pic: 03a



pic: 03b



pic: 03c



pic: 03d





pic: 04



pic: 05b



pic: 05a



pic: 05c

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# HOT STUFF!

**Hot four-strokes can be a pig to start – so the last thing you need is for the hot-start to go tits-up. Regular maintenance is the key...eh Terence?**

Words by Geoff Walker Photos by Ray Chuss

**THE FOUR-STROKE** carburettor can seem like a mystical unit for a lot of people and the changing of cables which are connected to the carb can seem like a disaster waiting to happen.

My inspiration for writing this particular column comes from my old mate Terence (Fro Systems) McCann. After a telephone call asking me where the hot-start cable went to after leaving its lever – and a long conversation describing the steps to replace the seized hot-start cable – I think it's worth explaining this simple procedure.

The hot-start on your four-popper is a really important little unit and its purpose is – wait for it Einstein – to help you start your bike when it's hot! When the hot-start lever is pulled in, the plunger inside retracts and changes the flow track in the carb to a leaner cycle. This allows the bike to start more easily as there's not too much fuel but more air getting to the combustion chamber...simple as that!

The small problem with the hot-start is the fact that when you wash your bike a few times the pressure from the washer will eventually cause water to make its way into the plunger housing and cause it to seize up... And that is no good to man or beast! Water can also enter the rest of the carb from this point so be careful not to point the washer directly at this area.

The brass plunger on the hot-start on some bikes has an o-ring in place to help stop this problem. The '06 KXF and YZF range are fitted with o-rings in this department so they can go a little longer between service (pic: 01a and b).

For the purpose of this piece I will be using the Sutt Dawg CRF fo-fiddy. One of the most important parts of this job is to make sure the bike is spotlessly clean before you crack on with the spanners because when you open the carb the last thing you need is for crud to fall in. It sounds like a real no-brainer but you'd be amazed how many people are in too much of a rush to take care of the basics!

pic:02a and 02b These pics show the hot-start cable and lever at the handlebar end and the plunger end where it fits to the carb.

pic:3a, b, c, d Whip the seat off the puppy and remove the side panel and tail pipe. With the pipe off you then loosen the clip at the back of the carb and remove the sub-frame retaining bolts, allowing the unit to be removed completely. The rear shock must then be disconnected at the top shock bolt. This allows easier access to the carb.

pic:04 Disconnect the fuel line and remove the tank and shrouds. This allows you plenty of room to get to work from above the carb with no restrictive problems.

pic:05a, b, c Loosen the front retaining clip on the front carb holder. The carb can be pulled free from its position and turned to reveal the hot-start connection. Using a 14mm open



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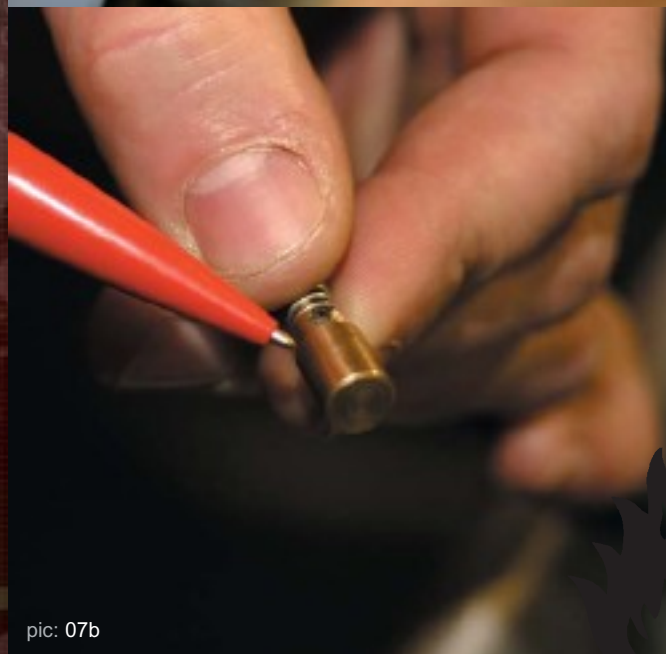
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\* Available or not according to availability



pic: 06a



pic: 07b

## Walker's Big Banger!

Last month I offered to do swapsies with all you Walker's World's readers – basically, you send in a top tech tip and if it floats my big Irish boat I'll publish it. And in return I'll send you a Big Bang Hour Meter so you can keep accurate tabs on the punishment your steed's been put through. Well, the first lucky reader to find himself on the receiving end of my Big Banger is Charlie Blundell who sent me the following email...

'Instead of spending loads of money replacing broken clutch perches and levers put some PTFE tape under your clutch and brake perches. This allows you to do the bolts up tight but in the event of you dumping the bike the perches and levers just move around on the bars – and to put them back in place just give them a clout.

I've done this for a whole season and haven't had to replace a lever or perch. I even managed to bend a set of Twinwalls in a huge crash but the clutch and brake levers were fine!

Nice one Charlie! PTFE tape is available from all DIY shops. I have found that three laps around the bar works best to keep things on the move...

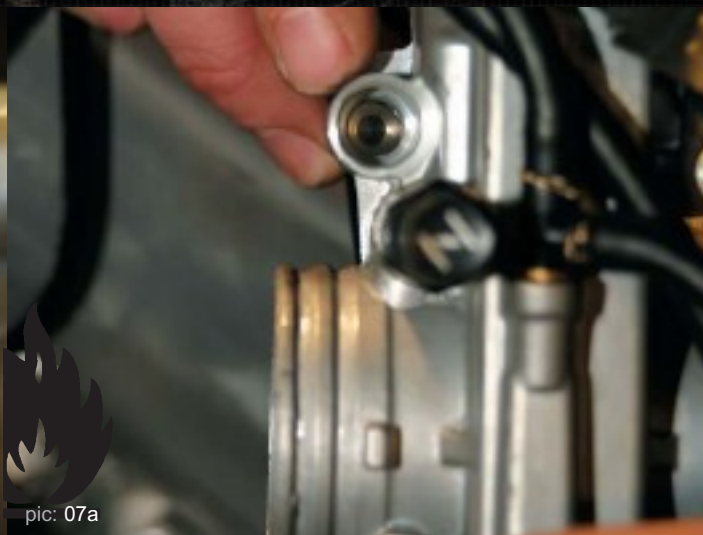
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pic: 06b



pic: 07a



pic: 07c



pic: 08



pic: 09



pic: 010



pic: 011

end spanner carefully undo the hot-start assembly and remove from its housing.

pic:06a, b The cable at the hot-start lever must be disconnected. Pull the cover back and carefully pull the cable housing back and out of its position and pop the cable nipple out of its lever position. To remove the plunger simply pull the spring back and pop the nipple out of the plunger.

pic:07a, b, c You must make sure the hot-start chamber is free from crud and water – a little carb cleaner and compressed air will fix any nasties that have made their way into the area.

The plunger must also be free from crud and corrosion before it is fitted onto the new cable. If any parts of the assembly are

damaged – or if the plunger is badly corroded – order new parts to save any problems.

After a light greasing reconnect both ends of the cable after you've made sure the new cable is routed correctly as it can get crushed when the fuel tank is refitted. So make sure you refit as it was from stock.

pic:08 At this stage be very careful with the plastic thread on the assembly. This thread is very easily damaged if it is not started properly. Take a bit of time at this stage to make sure you do not damage the thread as you will have to bin the part.

When the assembly is screwed in, lightly seat it into position with the 14mm spanner. Do not overtighten the unit, it just needs to sit snug in place.

pic:09 Check the smooth operation of the cable. If it is not really smooth then clean and grease the pivot on the lever. Now stand back for a moment before you reassemble the dirt squirter and pat yourself on the back...

pic:010 Pop the carb back into position and tighten the front clip before refitting the top shock bolt. A little tip at this stage is to spray the throat of the rubber boot with contact cleaner as you refit the subframe. This makes the boot slip on real easy – beauty! Tighten the clip and bolt it all back together.

pic:011 When all is fitted up and secure with the CRF I generally drain the carb to make sure it is free from all debris. That's it – job done! Now go ride you legends...



# GEORGES CROSS!

**A chance phone call from Neil Prince gets Jack thinking back to the '86 500cc world championship and a hotly disputed British GP**

"HAVE YOU got any photos of Georges Jobe's 1986 Kawasaki?" It was the perennially boyish voice of CAS Honda team manager Neil Prince on the line. British 125 champion in his youth, serial British SX champion in his dotage and undying enthusiast, Neil is rebuilding one of the great Belgian's factory bikes to mint condition.

He bought it from Clive Bussey, whose fabulous collection of period classics I once glimpsed almost 15 years ago. "She looks mega," yelled Neil. "Clive got it off Alec Wright. Not much titanium and lots of production parts but special forks and a power valve which

makes it easier to ride."

And ride it he might at the EVO class of Hawkstone Park's twinshock grand prix.

The bike lay in bits when Neil first spotted it at Bussey's. "The tank was the attraction," he added. "Love the green. Like a yellow Yamaha. The proper colour! So I said I'd have the rest!"

Coincidentally, Georges – now working with KTM – showed up in my commentary box at the Hawkstone International. Now 45 years old, his craggy features and long curly hair testament to the fact that some lucky men grow more handsome as they grow older, Georges still rankles with endearing enmity at that famously fought 1986 500GP season.

It started out in Switzerland. Or should have done. Despite the idyllic lakeside hotel I was staying at with Kawasaki team boss Alec Wright being bathed in spring sunshine, as we wound up through the woods towards Payerne swirling snowstorms obliterated the hills. Jobe and his great friend and rival Andre Malherbe happily enjoyed a paddock snowball fight and seemed unconcerned at the eventual cancellation of the race.

So hostilities opened at Sittendorf in Austria where Jobe had as his team-mate his current boss at KTM, Kurt Nicoll. Together they took on Yamaha's Hakan Carlqvist and Leif Persson on their aging air-cooled YZ490s, Katoom's Kees van der Ven and Heinz Kinigadner and the mighty Honda trio of Malherbe, defending champ Dave Thorpe and Eric Geboers.

Malherbe emerged victorious that day with Jobe and Persson joint second after Thorpe and Carla dominated race one then both DNF'd the second.

Then came one of the greatest grands prix in history – at Markelo in Holland. Weaving through dense woodland and deep, gnarly sand whoops, Georges overcame a massive three-way fight among the Hondas to claim a



*Relaxed and confident before the snow fell in Switzerland at the start of the 1986 season*



*An angry Jobe (centre) has beaten Thorpey (left) but also feels he's beaten Geboers (right)*

*An immaculate Jobe scythes through the sand at a controversial British GP at Hawkstone*



feisty first race victory that took him to within six points of championship leader Malherbe.

But disaster befell Jobe in race two. Again leading a fabulous four-man feud featuring Thorpe, Persson, Malherbe and Geboers, his Kawasaki snapped in half at the headstock (this isn't the bike Prince has!) on the punishing series of jumps out of the woods into the main start and finish arena. Georges went down hard – breaking two ribs and an elbow – and Thorpe's hard-fought win thrust him into contention as Malherbe's closest rival.

Six days later Jobe typically, grittily tried to ride at Vimmerby in Sweden, his right elbow screwed back together. But the pain proved too great. While Kees van der Ven scored a famous victory (and became the first man to win a grand prix in 125, 250 and 500cc classes), Georges slipped to a distant sixth in the table.

Then, miraculously, he returned one week later round the rough, sandy wastes of Ruskeasanta outside Helsinki and finished a fantastic third overall behind Geboers and Thorpe!

Narrowly beaten into second behind Malherbe in Germany, Georges then tied fourth with Persson as Andre edged out Geboers





*That ill-fated Dutch GP and Jobe (4) masks Geboers as he hits the first turn with Carla (11), Persson (10), Malherbe (2) and Gerard Rond (51)*





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in scorching heat to head an all-Honda rostrum round the fast, dusty outback of Chatsworth Moto Parc in Canada.

Jobe also lost ground at Carlsbad, California, though a heroic second race recovery salvaged sixth place behind dominant Americans Johnson, Bailey and Jeff Ward.

Back in Europe, the 25-year-old Belgian's fortunes suddenly flourished. A double race win at Chateau du Loire in France thrust Georges once more into the lime green limelight as he hammered all three Hondas.

Then came the colossal, contentious round at Hawkstone Park. There, after decimating HRC in race one, Georges carved three

seconds out of Geboers on that meteoric last lap of the second moto and is still convinced today that he snatched the verdict in a virtual dead heat!

The Honda was awarded the tie-breaker and overall honours and Hawkstone got a proper finishing line for future GPs! Too late for Georges, so he went to Namur and on a day of glorious sunshine blew Geboers away with Malherbe and Thorpe trailing in third and fourth places.

But he'd run out of rounds. Just Luxembourg remained and Georges lay 20 points adrift of leader Thorpe who had both Geboers and Malherbe close behind. In an enthralling climax

to the series Thorpe and Malherbe duelled for first-race supremacy with Jobe third.

Then the heavens opened and while the Hondas tiptoed round a glacial Folkendange Jobe swept sweetly to his third (or in his view fourth!) grand prix triumph of a sensational season, closing to within three points of third-placed Geboers in a gripping title chase.

Thus ended Georges Jobe's three tempestuous seasons with Team Green.

"I won more heats and GPs than Thorpe who was world champion," growled Georges at Hawkstone Park. "That Kawasaki cost me three titles. As a privateer the year after I won the title on a Honda!"





**S**teve Cox is an American moto-journo who follows the entire AMA SX/MX tour. A staffer at famed US weekly Cycle News for over four years before striking out on his own to do the freelance thing, Steve's an ex-pro motocross racer so he can ride as well as write. He knows the sport and its personalities like few others and as our US Editor provides top-level insight and features fresh from the Stateside scene...

MIKE LaROCCO IS AN ICON IN AMERICAN MOTOCROSS. HE RACED HIS FIRST AMA PRO RACE IN 1987 AND 20 YEARS LATER NOT ONLY WAS HE STILL GOING STRONG BUT HE WAS BEATING RIDERS ALMOST 15 YEARS HIS JUNIOR.

BUT IT WASN'T ENOUGH. THE TASTE OF CHAMPIONSHIP WINS THAT HE GOT IN THE '90s HADN'T RETURNED AND, AFTER MUCH DELIBERATION, HE DECIDED TO ANNOUNCE HIS RETIREMENT FROM THE SPORT OF SUPERCROSS AT THE END OF THIS YEAR. THAT VERY

SAME DAY IN PRACTICE AT HIS HOMETOWN INDIANAPOLIS SX, LaROCCO WENT DOWN IN A TRICKY RHYTHM SECTION, TEARING A LIGAMENT IN HIS LEFT WRIST AND IN ALL LIKELIHOOD ENDING HIS LAST SUPERCROSS SEASON EARLY.

DBR: It looked like, as you walked off the track, you cracked a smile. What was that about?

ML: "It was fake [laughs]. I don't know exactly what you're talking about but it's just one of those things where you fall and something don't feel right, you know it. You just deal with it. That's probably where I was at at that point."

DBR: It seemed like you were smiling as if to say 'figures'. ML: "Well, yeah. I mean, I would've never picked that to

happen. It's just kind of one of those things that snuck up on me and it's definitely one of them 'figures' moments."

DBR: What led to your decision to retire now after doing it for so long?

ML: "I kind of knew going into the season that I was going to give myself five races and be really optimistic. If I was having fun and I was competitive and I had the opportunity to win then I was going to just keep going and stay in it and do what I do. But considering that I wasn't really having much fun and my results weren't what I wanted and I actually wasn't in the race, that was kind of where my decision came from.

"It was just kind of one of those things where I knew it was coming and I just kept trying and trying to keep it





# HANGIN' IT UP!

After 20 years of professional racing AMA hardman Mike LaRocco calls it quits

Words and photos by STEVE COX

from coming but I got to the point where I realized that I wasn't where I needed to be."

DBR: All athletes have to hang it up at some point. I guess it's just the lucky ones who get to choose when the time is right for themselves.

ML: "I was just coming to terms that I was looking to Las Vegas and I was starting to get comfortable with the fact that that was it. But then it just feels funny now that, if this is it for me, that that's it. It just doesn't feel quite right. Like I said, I knew it was coming, it's just weird if you plan it and something doesn't go to plan, it just doesn't feel right."

DBR: Might you come back for the last few races?

ML: "I'm going to try and get it as healthy as I can as quick as I can but I had to have a ligament repair and I had a dislocated wrist. I'd really be happy to race again but it's very doubtful that I can get that recovered enough in time to ride supercross."

"Wrist injuries are kind of finicky when you have a ligament repair. It just seems to take forever to get the strength in your hand and in your wrist to do the whoops and all of the big jumps that we do. I'm optimistic but doubtful at the same time."

DBR: Would you consider coming back once a year to race Red Bud or something?

ML: "You know what I want to do? As soon as I'm done,

I'm going to continue to ride and have fun and that kind of stuff with the motorcycles but if I feel like I really miss it and I feel like I'm good enough to race then maybe I'll race Red Bud."

"Red Bud this year is obviously going to be a problem considering that I may not be on a bike at all until June and we don't go back to Michigan until Ryder finishes school here [in California], which is like June 15, so that's the toughest thing about Red Bud – it's the timing, not necessarily that I don't want to do it. At this point I'm not saying I'm going to do anything, I'll just show up if I feel like it."

DBR: You've had 19 years of racing two-strokes and just about eight weeks of racing four-strokes. Do you think





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that contributed to your retirement?

ML: "It took me a long time to get comfortable on the four-stroke and feel that I was race-ready on it but I actually would've never raced it if I didn't think I was better on it than I was on my two-stroke. I'm going to say that it really had nothing to do with my retirement. "The pace, though...the pace that the leaders are running right now, it's beyond my comfort zone. Time

makes it very difficult to ride past your comfort zone. — It's like nothing really predetermined, it's just that self-consciously you know better. Those guys are really riding over the edge, even as far as they're concerned. Even Ricky would admit that what he's doing is not comfortable. They found a way to hang it out. I used to hang it out and now I don't. I'm a lot more calculated and I have a lot more finesse and it doesn't fit in. As much as I want it to and as much as I try it just doesn't fit."

DBR: How much does being a family man now have to do with the inability to hang it out?

ML: "You know, I kind of got that way when we did this team thing. I was trying to be the guy that would show up every week and that was pretty much it. I needed to be there. There were several years where I missed a lot of races. It's a little bit of that and the family thing."

DBR: After all of that, you had to return to the track to watch Ryder race the KTM Junior Supercross Challenge. Will he continue to race?

ML: "You know, he really wanted to do the KTM challenge thing. He spent many a race in the stands watching those kids and he really wanted to do it at some point and I was really happy that he ended up getting that opportunity. He was really into riding getting ready for it."

"When we're in Michigan he rides a lot because it's easy — you just go out the door and you can ride. When we're in California it's kind of out of sight and out of mind. He gets involved with friends and different activities and bikes are on the side. If he wants to, obviously I'm going to be 100 per cent behind it but I almost feel like we

were so smothered with it for myself that we're kind of looking into a little bit more normal stuff. We'll see."

DBR: It looked like, in the race, Ryder has your starts. It could be a genetic thing?

ML: "You know what, he gated pretty good but he's not opening it up yet. It's probably that whole 'comfort level' thing [laughs]."



DBR: That day you retired must've been pretty surreal considering what happened.

ML: "It was a busy, busy week. The whole retirement thing — until you actually commit to a press conference or make an announcement — it's still something in the future. But when you actually discuss it, at that point it becomes official and all of a sudden things feel different. I pretty much knew everything beforehand that I was planning on retiring in Vegas officially but doing the press conference



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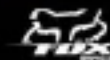
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in the morning was weird.

"To actually make a big deal about it for the first time publicly, it just made it that much more final. It's kind of a weird deal. You know it's coming but all of a sudden it's official. Even though I had six or so races left, to actually say for the first time, 'that's it', that's the real deal. I don't know, it's hard to describe."

**DBR:** How was it standing on the floor of the stadium with all of those people around you crying like babies?

**ML:** "Actually, at that time I had some Vicodin kicking in and I was worried. I was kind of really feeling funny and I was trying not to focus on everything emotionally at that point. It was super-cool to be down there and be recognized for what you do but knowing that I had six or so races left going into the event, I had already determined that I was going to make the announcement and then still carry on normally."

"Not knowing the extent of my injury at that point, I was kind of a little bit clouded on what frame of mind to hold. It's great to be in that position and to be recognized for that but at the same time I was trying to keep it as normal as I could."

**DBR:** Were you trying to keep from crying?

**ML:** "No, I wasn't really teary, I

just didn't want to start thinking about it. When you start thinking about a chapter in your life that has pretty much ended it's just hard to accept it I guess."

**DBR:** Had you realized that you had affected so many people?

**ML:** "You know, that's going to be the hardest thing for me. Almost every weekend I get a bunch of people who are stoked that I'm still out there because I kind of make it okay for them to still be racing. It kind of gives them all somebody to relate to. That's going to be the hardest thing, to let all of those people down and call it a day. I liked carrying that flag and I'm going to definitely miss all of those people that were behind me for those reasons."

**DBR:** So what do you do now?

**ML:** "That's the hard part. I pretty much figured I'd get to Las Vegas, then go home. Doing this so much for so long, I don't even know what else I like to do to be honest with you. I always knew that I would stay involved with my team but as far as a real idea of what's really next, I just kind of wanted to take a step back and evaluate what I like to do, what I want to do, what my options are and not really preplan anything. I just wanted to check into my options and my heart and see what else I like to do."

**DBR:** Now you'll get a chance to heal up all of your injuries, right?

**ML:** "It's funny you say that. When I went in to get my wrist surgery I was like 'you know, since I'm going to be under can you fix my knee and maybe clean up my shoulder?' He just said 'you know, your wrist is a little too complex for me to worry about anything else at the moment'. But I do have plans in the summer to get my knee cleaned up and my shoulder cleaned up. Nothing too major. Just a little preventative maintenance."

**DBR:** Did you accomplish anything that you didn't want or expect to accomplish coming into this adventure?



**WITH SON RYDER AT THE START OF THE KTM CHALLENGE**

**ML:** "You know what's weird about it is when I started this thing, I was pretty much all about riding motorcycles and racing and doing the best I can and I really ducked the interviews and stuff for a long time. I had no idea how many people our sport reached. I would say that I got out of racing way more than I ever imagined I could've."

"I was able to touch other people and motivate or inspire them and that was cool because it was never something I went into it to do and I had no idea that it was an opportunity for me. To actually be in that position is kind of a cool deal."





VERY FEW PEOPLE THOUGHT THE PENALTY RICKY CARMICHAEL INCURRED FOR OUT-OF-SPEC FUEL AT THE ATLANTA ROUND OF THE AMP'D MOBILE/AMA SUPERCROSS SERIES WOULD STAND.

ASKING AROUND, MOST EITHER THOUGHT THAT IT WOULD GET OVERTURNED BECAUSE WITHOUT CARMICHAEL THE SHOW IS SIGNIFICANTLY DIMINISHED AND LIVE NATION (CCE) WOULD PULL STRINGS TO GIVE RC HIS 25 POINTS BACK OR THEY FIGURED THE LEVEL OF LEAD IN CARMICHAEL'S FUEL WAS FURTHER PROOF THAT THE PREVIOUS PENALTIES WERE TOO SEVERE AND THAT THE AMA WOULD FINALLY GET IT RIGHT WITH CARMICHAEL'S PENALTY.

As it turns out both opinions may have been right as the FIM reviewed the ruling based on the Atlanta round being both an AMA and FIM event and found inconsistencies with the method of testing between the AMA and the FIM and the ruling was overturned.

Since it was Live Nation (CCE) that brought in the FIM to begin with, Live Nation could've had something to do with the FIM's involvement. Or the FIM could've just been pointing out that the penalty didn't fit the crime in the first place. Ultimately, we may never know.

And ultimately the result was that Carmichael left Georgia trailing Chad Reed by 31 points and showed up at Indianapolis only behind by six – although the Makita Suzuki team was forced to fork out a \$20,000 fine, a small price to pay for an AMA SX championship...

At the start of the Main Event in Indianapolis Carmichael gates just behind former team-mate Ernesto Fonseca and quickly passes Fonzie into the lead while James Stewart picks himself up off of the ground in the first turn for the fourth time in nine rounds.

"It was kind of like at Toronto," Stewart says. "They went out in the first corner and pushed up all of that loose stuff and there was a few rocks in there and I just kind of leaned over and the next thing I know I was picking myself up. I just hit something and fell over. At least I didn't get tangled up but it happened so quick that I was just trying to pick myself up."

Stewart remounts quickly without stalling his KX450F and he heads out after the leaders while Carmichael moves around Fonseca for the lead. Reed rounds lap one sixth and, amazingly, Stewart rounds the third lap ninth.

Stewart makes it to second on lap nine after passing Nick Wey and it takes Reed until five laps later to get by Wey for third. But by the time Stewart makes it into second Carmichael is long gone.

"It was pretty uneventful for me," Carmichael says. "I got a pretty good start – I was, I think, second place there behind Ernesto – and I was able to get by him on lap two and I just was trying to see where Chad was and of course where James was. I could see James was on





# ALL OVER?

Words and photos by STEVE COX

**RC gets his points back and moves past Chad Reed into the lead so it should be game over - only James Stewart's started staying upright and winning races...**

the move so I just tried to mark him and do the best that I could to put in the best laps that I could and just keep him in check."

So Carmichael scores his fifth win of the AMA season while Stewart finishes second for the first time.

The series then heads into Daytona where Stewart gets out to the early lead. But as soon as Carmichael's into second Stewart goes flying off the track, ending over a berm and out of the lead.

"The lap that he fell I had a really good line through the hoops ['hoops' is RC's term for 'whoops' - SL] and I kind of inched up on him and then he fell," Carmichael explains. "At that point it was over but I knew I had my work cut out for me even though I knew I had the strength and I figured I could close up on him there at the end."

Carmichael goes on to win by over 30 seconds over the ailing Reed. It's Carmichael's record fifth Daytona SX win, breaking a tie between him and mentor Jeff Stanton.

"It's great just to win five times, much less break somebody's record. I don't have much to say about it

other than I'm pumped to have won here five times. I wish it wouldn't have been his [record] that I had to have broken just because he's such a good guy."

Reed's runner-up finish is even more heroic considering he does so with a separated shoulder suffered the day before the event.

At Orlando, though, it seems that Stewart's finally figured out how to fix his crashing problems and he puts on a clinic. Unlike the past few weeks Stewart grabs the holeshot and immediately hits a triple/triple rhythm down the ensuing straightaway to extend his lead.

"You saw what's been happening to me in the first corners lately so I was just pumped to be out front," Stewart says. "I was like 'I'm just going to jump this thing right off the bat and try to get a good lead'."

RC starts about fourth and quickly moves into second but by the time he gets there Stewart's already checking out. As Carmichael chases Stewart the series' other constant podium finisher, Chad Reed, struggles outside the top five for a while with a separated shoulder. He

eventually catches up to fifth.

"It's good to know that you can win races," says Stewart. "It's tough to know you're never going to win one. I go home and I kind of get a little bummed but I walk off the track every weekend, win or lose, knowing that I put everything into it. It's not like I'm eating McDonald's cheeseburgers and coming out and getting beat. I bust my behind during the week and I do the same during the weekend so I can walk off with my head up high."

Carmichael finishes second, 12 seconds behind Stewart. "There is no excuse. I got my ass kicked," Carmichael admits. "I don't know what the problem was. Did I have an off night? Maybe. At the same time maybe I just wasn't on his pace."

The most exciting race is put in by Nick Wey. The privateer starts fifth and after a long battle with Michael Byrne for fourth he sets out after Ivan Tedesco in third and sneaks by with only a lap remaining. He's now the top Honda in the series, even though his Honda is white and isn't a factory machine.



# AMA SX WRAP

RC LEADS BUT IT'S  
STEWART WHO'S  
WINNING RACES



## SERIES STANDINGS

### 250cc

1	Ricky Carmichael	281 points (6 wins)
2	Chad Reed	269 (1 win)
3	James Stewart	264 (6 wins)
4	Ivan Tedesco	209
5	Nick Wey	198
6	Michael Byrne	197
7	Travis Preston	160
8	Ernesto Fonseca	125
9=	Mike LaRocco	108
9=	Timmy Ferry	108

Carmichael is chasing his fifth AMA SX championship and although he has spent much of his time beating all comers, it seems that all he has needed to do until recently was wait for Stewart to beat himself. Well, Stewart isn't doing that anymore and in Detroit he grabs another stellar start and clears off.

"I just want to win races," Stewart says. "I figure if I win races I'll come close to winning

this title. I'm just trying to go out there and do my own deal – go out in practice, put in some good times, have a good heat race and then come out and try to ride a good 20 laps in the Main Event."

Carmichael goes for damage limitation and fights off the injured Reed for second.

The final race of a 13-week stretch in Houston continues the latest trend as Stewart gets the start over his rivals and takes off while Carmichael chases in vain.

"I feel like I am [going all out]," Carmichael says. "I work on it but obviously it's not good enough right now. It's a little bit better than Orlando and it was nice to be in

second the whole time and be up there for the running a little bit there this weekend so I'm super-pumped about that. I've just got to get a little bit better."

So Stewart wins his sixth Main Event, matching Carmichael's total. "I definitely got good laps in the beginning," Stewart says. "I've got some good lines that I look at on the parade lap and even in practice and stuff I get good lines and there was just no need to push it any harder tonight. I got me a little gap where he [Carmichael] really couldn't see what lines I was taking and with the lappers and the way the track changed there was no reason to try and push it."



DAVI MILLSAPS  
LIFTS THE EAST  
LITES TITLE



## FINAL STANDINGS

### East Lites

1	Davi Millsaps	166 (4 wins)
2	Chris Gosselaar	134
3	Josh Grant	119 (3 wins)
4	Tommy Hahn	102
5	Branden Jesseman	96
6	Kelly Smith	81
7	Bobby Kiniry	75
8	Teddy Maier	61
9	Martin Davalos	60
10	Jay Marmont	54

## LITES RELIEF!

### Millsaps lifts Eastern title

Coming into the pro motocross ranks touted as the 'next big thing' isn't a guarantee of success – there have been dozens of such riders who never really achieved anything major in the sport.

So although many people considered Davi Millsaps to be the next next big thing when he entered the pro ranks just after his 16th birthday in 2004 his eventual success was never a certainty. Perhaps this is part of why he was so nervous in the rounds leading up to the 125cc Eastern Regional SX finale despite his rather massive points lead.

Coming into the final round his only mathematical challenger was Josh Grant who had matched Millsaps' three wins in the season but, due to a crash at round one, was 22 points behind. This meant that Millsaps needed only to finish 17th or better in the Main to clinch the title. None of that ended up mattering, though, as Grant tangled with another rider on the opening lap and went down, somehow punching a hole in his engine in the process which resulted in a major oil leak and a bike that wouldn't start. Grant's night was over.

"I saw him [Grant] in front of me and I don't know, he hit Kiniry really, really hard and I was kind of laughing because it was kind of funny," Millsaps says.

"I don't know what he was thinking. He could've passed him in the whoops and when they both went down I was kind of relaxed."

But no-one was a match for Millsaps as he cruised to his fourth victory of the season and his first championship.

"The first race in Canada, I won it but I felt like crap," Millsaps admits. "I went out there and I got arm-pump on like the second lap and I don't know how I won it but I did. The second race I felt good and I didn't win it."

"When I came into the season I just wanted to be consistent. I wanted to win for sure but as long as I was being consistent, I figured I could get the championship and that's what I did."





DAVI '01



**"IT'S LIKE A DREAM  
COME TRUE.  
TO BE A CHAMPION  
IS EVERYONE'S DREAM.  
SUPERCROSS, MOTOCROSS, WHATEVER IT IS."  
- DAVI MILLSAPS.**





DAVI MILLSAPS 2006 EAST COAST SX LITES CHAMPION



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# BACK TO BASICS

**Tanky takes it right back to where he started from – that's breaking bikes, bending bits and racing totally untricked-out two-strokes**

Words by Suttty Photos by Wakker and Lawless

**THEY RECKON** you should never mix business with pleasure but sometimes when you have a busy schedule you've got no choice but to blend the two. That's why those of you who've been lucky enough to attend a round of the British Masters this year may have been unfortunate enough to have seen me in action in the amateur class at Matchams and the pro class at Culham.

My original plan was to do a full season in the amateur class on our Honda CRF450 magazine machine but that plan went tits up just before round one when everywhere was way too wet to properly run in the red four-stroke racer. So with no other option I raced round one at Matchams on Geoff's well-used but oh so trusty Kawasaki KX250.

The bike revelled in the deep sandy conditions but I sucked so less said about Matchams the better. However there was one good thing to come out of that weekend and that was the Matchams grinding paste had completely killed the chain and sprockets.

You're probably wondering what's so good about that – well read on as you're about to learn something we learned entirely by accident. From the factory the Kawasaki runs 13/51 gearing as stock which is certainly adequate and what we'd have run again if we hadn't had a sprocket and chain related disaster the night before our next race – the Sinisalo sponsored Oxfordshire Grand National at Culham.

With Rees from Renthall on holiday we had



*New gearing makes the KX really haul*

no choice but to get creative with our sprocket set-up. We already had an OEM13 front and a 51 rear sprocket ready to go but when it came to fitting the chain we'd decided to use – the stocker from the CRF – we had a slight problemo. Apparently the Honda chain is two links shorter and when the wheelbase was shortened to allow the chain to fit the sprocket fouled the chain guide. Balls!

Luckily though I still had the brand new stock sprocket – a 48-tooth – from our '04 long-term test bike, a KXF250. With no time to sort out anything else we had no choice but to go to Culham with what we thought would be a horribly over-gear bike but we'd underestimated the awesome pulling power of the green machine's motor.

To say this gearing combo makes the thing rip is a lie – it flat out hauls! Even out of the gate the bike just picks up and goes like a bullet no matter how grippy or loose the surface is – we'd definitely recommend that anyone with an '05 or '06 KX two-fiddy to slip a shorter chain and a 48-tooth rear chainwheel on there right now.

This is the combo we're planning on using all year and now Renthall have hooked us up with a new pair of sprockets and an o-ring chain we're expecting our current parts will pretty much last until the end of the season.

One thing we're not so optimistic about is the longevity of the test-pilot – I wrenched my knee in a Culham rut and something has definitely torn in there. Walking isn't so much

fun – especially upstairs and on uneven ground – but riding is less of a problem thanks to my Asterisk kneebraces which are still going strong after two years of abuse.

It was back to Culham for round two of the Masters. Unfortunately, a clash with our commercial manager's wedding meant I couldn't run with the amateur boys on day one so I had no option but to take it to the big boys of the open Pro class on day two.

I struggled in qualifying – like normal – but even though I didn't put in a single good lap I was just outside a qualifying position which was good enough to give me a run out in the points paying final moto as a reserve rider. Now 39th pick at a 40-man gate isn't an ideal start to your race but a decentish start saw me circulating mid-pack until I bent the rear brake-pedal around the footpeg in a rut on lap three.

A quick stop in the pits to straighten it out with a little help from Archie Church and Gareth Chamberlain and I was good to go again – sort of. Even though the pedal was facing the right way it was about an inch higher and I kept catching it with my size 12s so I pretty much cruised around for the final 15 minutes to finish 32nd spot.

My plan now is to get the CRF450 up and running and turn it into the ultimate privateer racebike – a bulletproof rip-snorter of a fire-breathing beast. The Kawasaki is being returned to Geoff who has some pretty big plans for it himself. Tune in next month for an update on both bikes' progress.

*Suttty and Sherco in happier times*



## Trials and tantrums!

Apparently Shercos ain't submarines...

*If you've been wondering what the hell happened to Tanky and his trials bike you'll be glad to know that the tubby one hasn't given up on the feet-up game just yet but it has been put on hold for a while.*

*At a recent trials training session the Suttmeister submerged his beloved Sherco (for the second time) in a deep stream and was unable to kill the motor before the stream killed it! So coming soon will be DBR's complete guide to getting your ex-running trials weapon running again. Of course, if you're not a complete frickin' idiot when it comes to owning a trials bike it might not be applicable to you but you're still bound to learn something.*

*Just one can of SuttDawg and Suttty's got awesome opening lap energy*





Julien Bill's already got an FIM bronze medal – but that came in MX3 and the ambitious Swiss has his sights set on MX1





# STAR TURN

**Julien Bill turned down a supporting role in MX1 for KTM in favour of a lead part on the Bike-It Dixon Yamaha team**

Words and photos by Alex Hodgkinson

SWITZERLAND IS best known for cuckoo clocks, Heidi and William Tell (what about military pen knives Hodge? – SL) but the tranquil state in the centre of Europe has a new sharp-shooter and Steve Dixon brings him to England this summer as Yamaha's main man in the MX1 class.

Julien Bill already has a world bronze medal – okay, it was 'only' MX3 but he did finish on the same points as Yves Demaria – and don't be deceived by his sonny boy good looks or his cheerful voice, this 22-year-old is a fighter (as he proved in '04 when he burst into the MX1 GP top 10, headlined by a stunning seventh at Namur as a pure privateer). ▶





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"You know, I only ever went to MX3 as a way into a supported ride in MX1. From the beginning I was promised by KTM that if I got good results in MX3 then I could go in MX1 for 2006. And I got third in the series with many podiums and more than 100 points ahead of fourth."

So why is he now on Yamaha? "Simple. Steve offered me a good deal and it was a new motivation so I chose that option. When I signed for KTM in 2005 it was part of the deal that I would switch to MX1 after one year in MX3 but then they wanted to delay it for another year. After signing Tortelli and Pichon they had no place for anybody else.

"They wanted me to stay in MX3 again but that was not an option for me. Then, when they did make me an offer for MX1, the proposal was for me to get Ben Townley's bike from last year. I was not so happy about the deal. I am not complaining, I understand that KTM had signed Tortelli and Pichon but I had to look to my own career. Steve had already contacted me and I got the feeling that he wanted me more than KTM."

And what the Bike-It crew had to offer was straight out of the top drawer.

"When I came to England a few weeks ago my impressions were confirmed. Steve has a nice workshop – big and well-equipped – and the team has all the equipment we need with support from Rinaldi, Kayaba, Fox – all big companies with a lot of top level input into the sport. I have a '06 Yamaha, a YRRD engine from Rinaldi and factory suspension from Kayaba Europe.

"My mechanic is working good, Steve is a great guy and we get on well and we already have the bike working really good. I have everything I need in place to get results so if I don't make it then it is down to me.

"And, when you look at the lists, I am the main support rider to the factory team on Yamaha in MX1 but I don't feel any pressure and I hope that I can repay their confidence."

So where is Julien coming from? "I raced in Switzerland for 15 years and won eight national titles but I had to move on. We have good riders and good sponsors but we need more training possibilities so there comes a stage where you have to get out if you want to progress further. It's too easy to become national champion in Switzerland and stay put. Philippe Dupasquier had great talent but he never really got away to make the final step and it is probably the same with Marc Ristori.

© Sully







*"Hopefully I can put this race behind me..."  
Bill struggled at Hawkstone and knows  
he's capable of much better results*

"If you are not riding with other good riders and on demanding tracks you are not going to progress and make it at the GPs. Our best tracks are farmland which are only available for one weekend in the year before it returns to agriculture and they are not so technical. You can think you have made it when you are national champion but when you go to other countries you suddenly see that you are not as fast as you thought you were and need to work harder. I am now based in Belgium and training every day at Lommel."

And Julien is not moving into completely strange territory as he joins the Bike-It crew.

"I know Billy from my MX2 days but even more from the training camp with Harry Everts in Spain three years ago. We got to know each other well then and we have maintained a friendship ever since. It's great to have a team-mate you get on with."

Despite his tender years, Julien can point back to a GP career which began with a non-racing reserve qualification on a Honda at Verneuil in France back in 1999. Later that year came the first actual GP start at Roggenburg in his native Switzerland but it was a switch to KTM two years later which brought the first

breakthrough with regular points through the next three years.

"I was getting good results regularly on the 125 but not quite enough to land a top deal for the GPs so I decided to move to the 450. After trying it once I realised straight away that it was the bike on which I could make people notice me more and in 2004 I went on the road alone with my father and I got several top 10s including a seventh at Namur. I had a wildcard ride at an MX3 GP too and after that KTM offered me the contract in the factory team."

"But racing MX3 was always a means to an end, it was an option for one year to get myself into a factory team. I knew that if I didn't take up that opportunity perhaps I would never get a chance because the top teams are not exactly falling over themselves to sign a Swiss guy. And I felt that if I could learn and progress in a factory team then maybe I could get a chance in MX1."

"But the MX3 championship is hard. People think it's an easy option but there are some fast riders there. Just look at Yves and Sven, in fact the top six have a high level. Okay, behind them there is not so much depth as in MX1 but KTM has invested a lot in the series and it is a good

championship, better than many people seem to think."

"The crowds have been okay at many races in western Europe but not so many people come to watch in the east and sometimes the organisation could have been better. But when you have no sponsors it's difficult to bring people to the races."

So just how high is Julien aiming his sights in 2006?

"I wish many things in my head but I prefer not to say them out loud and disappoint people if I don't achieve my aims. But I can say that both Steve and I want top 10 in the GPs – we both believe it is possible and that is what we are going for it. I certainly hope that I can surprise a lot of people."

"And I am looking forward to the British championship too. Those races are important to me, the team and Yamaha. I am their top guy in MX1 and we will be going for it. Those races are not just something to do on the weekends between the GPs. I am not going there just to ride around in the pack. There are a lot of good MX1 riders there so it will be tough but we are looking at top three and I don't want to disappoint."





# HONOURS EVEN!

**Everts and Tortelli trade MX1  
wins to leave Zolder tied on  
points and down in MX2 Rattray  
heads a Champ KTM 1-2**

Words and photos by Alex Hodgkinson





*Tortelli holeshots the first MX1 moto of the year ahead of Everts (#72) and De Dycker (#9)*





**Kenneth Gundersen**  
puts two years of  
knee problems  
behind him to take  
third in MX2

**WHEN TWO** of the four fastest motocrossers in Europe self-implode within days of the grand prix opener, what do you end up with? The reincarnation of a duel that has lain dormant for seven years!

And in true heavyweight title mode, the opening round ends all-square on points as they shuffle around the ring weighing each other up.

In the race programme Stefan has stated he feels Joshua is the biggest threat but the Kiwi is back home by the time quali starts after smacking a post in training midweek and dislocating his right shoulder. After it pops out twice in two laps in free practice the British champ knows that Doctor Claes' surgery option is the only one left – and eight weeks out means a third of the season. The dream is put on hold for another year.

Know-all's reckon Pichon is sandbagging when he doesn't race for a fortnight and even seventh in quali for the master of the quick lap doesn't start the alarm bells ringing – after all, he's on a flyer when he runs up the back of team-mate Barragan on the final lap of the session.

But when he pulls off the track after seven laps in 10th place we definitely want to know more. "I'm just off to see him," reckons Kurt Nicoll, "but it wasn't the bike – he's still having difficulty breathing."

All of which leaves us with the Stefan and Seb show...

It's 1998 all over again as they lap up to sixth and seventh with the third man home a minute down at the flag. But it's a duel at arm's length as the dynamic duo only ever get close to each other at the opening turn with the one who pulls the holeshot – first Dyno and later the champ – immediately pulling 10 bike lengths

and keeping it there.

Stefan reckons afterwards that he tightened up in race one but he's also smart enough to accept his fate early and back off ready for race two. The winner there will take home the trophy for the day and it's the #72 Yamaha that crosses the line first.

He walks the entire track during the second MX2 moto and lays down the gauntlet on lap four with the fastest lap of the day. Sebastian responds to stay in touch but Stefan attacks again as they start to get among the lappers and on 25 minutes the Frenchman bogs it in traffic. The 'new evolution' Toomer, a single cam job like the Hondas, starts better now but the lapse is enough and Stefan is cruising to win #88.

Ken De Dycker tries his best to uphold CAS hopes and only loses two seconds a lap in the early stages of race one but then he bins it and uses a lot of energy to get back to fifth. That costs him in race two and it is a downhill struggle to seventh for the big lad from Belgium after he again holds third early on.

Tanel Leok meanwhile proves that he can stay on two wheels for two entire motos after all to claim his first GP podium – and it's a good day for both Jan De Groot's boys

as Swordy comes through his baptism of fire. "That first race I wanted a solid base and I got it with 10th. I reckon I can get top six in race two." And he does!

James Noble has also been top 10 in quali but he rides like a wobbly jelly in race one. Race two is much better, even if he's still 20 seconds off Pascal Leuret – Trevor Avery's Frenchman never having gone so well in sand.

Mark Hucklebridge and the MotoXtreme crew are chuffed to bits parked behind the toilets – "it gave us something to tie the Ee-Zee-Up to" – and Monster ends up with points in both motos. It could even have been a few more if he hadn't got liquid mud behind the roll-offs film in race one (popular opinion is that the consistency of the sand's not only down to the rain but also the 'natural additives' sprayed on it in advance)!

The Crock Star never even gets to taste it on race day. "Tech was a farce. First they say they're not noise testing because it's too wet, then they start it in the evening and close up shop and go home with half of us still in the queue. For sure I wasn't the only one riding free practice with no sticker and they let me out on the track for quali but they wouldn't let Ian through with the spare bike. And when the silencer fell on the rear brake and broke it, they wouldn't let me ride the spare or even take the tail pipe off it."

Down in MX2 team-mate Shaun Simpson rips through the LCC along with Wayne Smith and Jason Dougan but goes home Sunday evening with a memo not to park up outside Patrick Caps at the gate – the Belgian slams the young Scot at turn one in quali and on race day. Smith's Waterloo is a yellow Yam launched by Luigi Seguy and Doogie gets a point but also a twisted ankle in the devilish sand.

Top Brit in the class at the end of the day is Carl Nunn but you'd never have expected it on Saturday afternoon as he goes backwards in his heat at three seconds a lap. "I just hope there's something wrong with the bike," says Kurt as he shakes his head.

Carl actually runs second for a time in the first race and keeps it going for seventh which is 10 in front of Billy MacKenzie even before he loses his goggles. Team Dixon have been searching for 'a better set-up' but they certainly haven't found it for race one. Back to Hawkstone settings for race two, Billy nips past Carl for ninth on the final lap when the British champ can't read his pit signal warning of the danger.



**Young Brit Tommy Searle**  
has a great day  
for 11th overall



Swordy comes  
through his first  
MX1 GP with his  
head held high





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MX2 blast off, from left, with George Strik, David Philippaerts, Marc De Reuver, Tyla Rattray and Gregory Aranda

gp wrap



The British hero is Tommy Searle who finishes just one down on Nunny each time. "I was nearly off twice in the first race but I managed to keep it going to the end and the only person who passed me all race was Pourcel. And I'd passed him before that.

"I knew someone was behind me all race but I didn't know it was Guarnieri. I left him a few laps from the end and Meo nearly caught me by surprise on the last lap but I just held him off."

And finishing the second moto in the same minute as the winner is another feather in the boy's cap.

The two MX2 races could not contrast more. The first is run in a downpour, the second in glorious sunshine – and the fierceness of the competition is evident when you see that first race winner David Philippaerts can only manage 13th in race two after a fall and even champion Toni Cairoli has to settle for 15th in race one before chasing Rattray in the second.

Tyla wins the opening GP for the second year in a row and it could well have been a

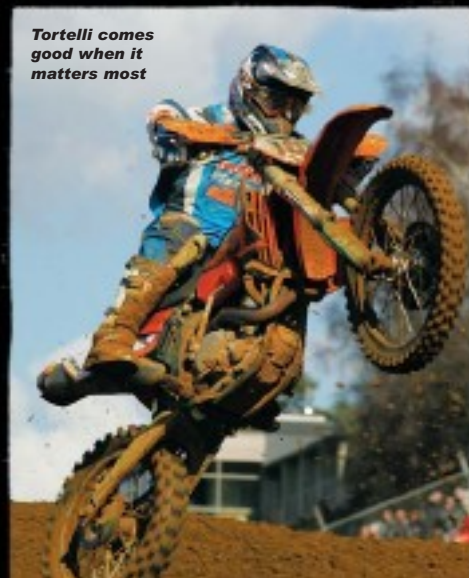
double again. "That was the first holeshot of my entire career but I lost the front brake on the second lap at the end of the longest straight and went straight on over the berm."

Virtually all of the positional changes in the muddy opener are due to errors in the awful conditions and Sebastien Pourcel and Marc De Reuver also throw away the lead before Philippaerts makes it his own.

Race two is better as Rattray dominates at the front after passing Rui Goncalves on lap four but Cairoli, De Reuver and Christophe Pourcel exchange positions continually as they chase in vain.

But the most satisfying performance of the day has to be that of Kenneth Gundersen. The Norwegian hasn't raced more than a dozen times and has had five operations since wrecking his knee two years ago but he puts his (goggleless) head down in race one to advance from eighth to second and comes from way, way back in race two to secure the final place on the podium. Heroes don't always win!

Tortelli comes good when it matters most



Set-up problems keep Billy Mac off the pace



## results

### MX1

1	Stefan Everts	(Rinaldi Yamaha)	22+25=47
2	Sebastien Tortelli	(Red Bull KTM)	25+22=47
3	Tanel Leok	(Motorex Kawasaki)	20+18=38
4	Steve Ramon	(Team Suzuki)	18+16=34
5	Kevin Strijbos	(Team Suzuki)	13+20=33
6	Ken De Dycker	(CAS Honda)	16+14=30
7	Jonathan Barragan	(Red Bull KTM)	15+12=27
8	Stephen Sword	(Motorex Kawasaki)	11+15=26
9	Cedric Melotte	(Rinaldi Yamaha)	12+13=25
10	Pascal Leuret	(Multitek Honda)	14+11=25
11	James Noble	(RWJ Honda)	4+10=14
20	Mark Hucklebridge	(MotoXtreme Kawa)	3+2=5

### MX2

1	Tyla Rattray	(Champ KTM)	20+25=45
2	Marc De Reuver	(Champ KTM)	18+20=38
3	Kenneth Gundersen	(Ricci Yamaha)	22+15=37
4	David Philippaerts	(Champ KTM)	25+8=33
5	Christophe Pourcel	(GPKR Kawasaki)	14+18=32
6	Sebastien Pourcel	(GPKR Kawasaki)	16+13=29
7	Antonio Cairoli	(De Carli Yamaha)	6+22=28
8	Antoine Meo	(Yamaha)	11+14=25
9	Rui Goncalves	(Silver Action KTM)	8+16=24
10	Carl Nunn	(Champ KTM)	13+11=24
11	Tommy Searle	(Molson Kawasaki)	12+10=22
15	Billy MacKenzie	(Bike-It/Dixon Yam)	0+12=12
23	Jason Dougan	(RWJ Honda)	0+1=1



## results

### Round 1

1	Toni Bou	(Beta)	52
2	Adam Raga	(Gas Gas)	60 (14 Cleans)
3	Dougie Lampkin	(Montesa)	60 (11 Cleans)
4	Albert Cabestany	(Sherco)	65
5	Jeroni Fajardo	(Gas Gas)	67
6	Takahisa Fujinami	(Montesa)	80
7	Marc Freixa	(Scorpa)	93
8	Tadeusz Blazusiak	(Scorpa)	107
9	Daniele Maurino	(Gas Gas)	113
10	Jordi Pascuet	(Gas Gas)	120
11	James Dabill	(Beta)	121

# BOU SHOW!

**The Spanish teenager ensures the WTC gets off to a shocking start with victory in Spain**

Words by g2f.co.uk Photo by Eric Kitchen

**BATTERED, BRUISED** and mentally beaten up after a bleak indoor campaign, Dougie Lampkin bounces back into world recognition with a solid third at the Spanish Grand Prix which signals the start of the 2006 WTC outdoor season.

As was the case a few months earlier at Sheffield Arena, Toni Bou causes a huge shock by taking his first ever WTC outdoor win to add to the maiden indoor victory he scored in Britain back in January. And the victory is made far sweeter by the fact he has defeated clear favourite and reigning champ Adam Raga in his own back yard.

"This is an incredible result for me and one that I perhaps did not expect at this part of the season. It was clear before we came here that Raga was the favourite so I just wanted to get a result that would see me on the podium. It is a great feeling to achieve my first win and one

that I hope I can repeat soon."

Raga's domination of the indoor series and his win at the opening round of the Spanish outdoor domestic series just a week prior to the first world round in Nigran in Spain sees the already confident Gas Gas rider travel to the small town in the north west coastal corner of his home country in incredible form. However, the switch from the artificial sections of the indoor arenas to the damp and slippery ground that sits between the big boulders that form the majority of the sections at the opening GP is a tough one – even for the world champ.

"Second is okay as it's going to be a long and difficult championship," explains Raga. "However I rode very bad this morning. I have not practised well since I arrived here and have struggled to find a good setting on the bike. The positive for me is my second lap score as I

finished very strongly and completed the best lap of the day so this leaves me feeling confident before we go to the next round in Portugal."

While Raga's strong closing lap is not enough to prevent Bou stepping onto the top tier of the podium, it's just enough to inflict a cruel blow to Lampkin who really deserves second place on the day for his super-human effort to bring the factory Repsol Montesa to the first round in such a competitive state after months of winter testing. Knowing that he can afford no marks in the last man-made log section of the day, Lampkin for once shows real signs of pressure and parts with two dabs to tie with his Spanish rival. The most cleans decider goes in Raga's favour, a fact that is not greeted well by Dougie.

"I'm disappointed to have lost second place





**Toni Bou takes a shock win at the opening round**

in the manner in which I have done, the second dab in the final section has been the difference. But the real story is my other failures – twice in section four and once in section five, here you have 15 marks where the others have had only a few. The good news on the day is the progress we have made with the new bike as it is clear we are now at a new and much higher level than last year.”

Although riding with a badly injured clutch finger, sustained during the latter stages of the indoor series, '04 world champion Takahisa Fujinami joins the front runners for a limited period but eventually drops off the pace. However, his sixth place at the finish is still a brave effort when he reveals the state of his injured finger after riding the latter part of the day with blood seeping through his modified glove.

Although obviously damaging to his championship result, Fujigas is realistic about his position. “I think this was the best I could expect today. My finger is still extremely sore and I only have limited movement so it has been almost impossible to ride at the correct level – especially when the trial was so difficult.”

With the likes of Graham Jarvis, Sam Connor and Shaun Morris now absent from the world scene, James Dabill does his bit to maintain British honour alongside Lampkin in the main class with a fighting 11th place following a marked improvement on his second lap. This will be a stepping stone year for Dabill having won the Junior championship last season and many feel the youngster from Leeds has real potential to be among the world's top 10 by the end of the current campaign.

In the supporting categories there's plenty for the British to cheer about with Dabill's 'pint-sized' team-mate Michael Brown taking top spot in the Junior class for the Italian-based Top Trials Team.

The Spanish duo of Daniel Gibert and Daniel Oliveras are shocked at being pushed down to second and third places after predicting that they would fight it out between themselves for the victory.

And British teenage sensation Alexz Wigg also makes his mark on the international stage with a solid second position behind the older and much more experienced French Sherco rider Loris Gubian. Three marks is the losing margin for Wigg, a small difference that the Gas Gas UK rider is sure to convert into a victory in the very near future as his climb up the sporting ladder continues.





Words and photos by Suttly

# BRAND NEW!

**After a long winter of discontent Brit MX is back with a bang – and a new look!**

**YOU GOTTA** admit that brand new stuff is pretty darn great and a brand new MX season is no exception. Along with a handful of brand new riders and the brand new promo team who are trying to take the Maxxis series to a higher level, there's also a brand new choice of venue for the season opener.

The Caddes Hill circuit that's nestled next to the village of Lyng in the bootiful Norfolk countryside has been holding motorcycle events for nigh on 70 years. And even though the Maxxis series has been a regular visitor to the very demanding sand circuit for decades it's never held the opening round – until now that is.

With all the championship tables reset to zero everything seems equal as the riders home in on round one of the eight-round series. Traditionally it's the MX2 class riders who have the closest on-track battles while the MX1 men

endure drawn out battles of attrition. But with an influx of new talent to the Open class – including the return to British motocross of ex-MX2 champ Stephen Sword – 2006 could be the year when MX1 class motocross shines through as the premier class it's popularly perceived to be.

It's one of those brand new MX1 riders to the series who kills the competition when the gate drops for moto one. CAS Honda's new boy Ken De Dycker starts in second behind comeback kid Stephen Sword who gets off to a flyer on the Kawasaki fo-fiddy. But before lap one is done De Dycker's out front and Sword's sent himself on another flyer after clipping Ken's rear end.

It's an international freight train up front as Belgian De Dycker leads Dutchman Erik Eggens, Kiwi Josh Coppins and Switzerland's

Julien Bill while Welshman Mark Jones is first Brit in fifth. Mark's just barely ahead of an Englishman, an Irishman and a Scotsman – James Noble, Gordon Crockard and Swordy – but that's no joke for the PAR Honda rider as they're applying serious pressure in a bid to get by.

Nearer the front it takes defending champ Coppins five laps to get around Eggens – who's running a KXF450 with the under-belly horizontally mounted rear shock configuration – and by the time he's in second De Dycker's long gone! Eggens retires on lap seven leaving Noble, a revitalised Crock Star and then the Swordmeister filling out the top five as the chequers fly.

Moto two is a very different story as JC yanks the holeshot and tries to take off but De Dycker's having none of it. The lanky Belgian



**STEPHEN SWORD**  
**MX1 - 6.3**

*"I've only ridden twice in the last two weeks because I've been trying to protect my thumb which I've injured – I raced with a plastic cast over my thumb today and I've not had any pain at all.*

*"In race one I took a mega start which I was really happy with – my first holeshot on the 450F. I was battling with De Dycker for the lead but he came over on his race line and I ran into the back of him and crashed. I finished the race sixth but not before I had crashed another three times.*

*"I was following as close to Coppins as I could in race two, he had some very good lines and I thought I could learn from him. De Dycker passed me and then we started to come up against back-markers and Tanel passed me too then I started to come under pressure from Noble after about 25 minutes. I was feeling a little tired – I think from my lack of riding because of my thumb and also I'd put a lot of effort into coming back in race one. I was closing on Tanel and then he crashed so I was a little lucky to move up to third position."*

brit mx



reels in his team-mate and applies some serious pressure in an attempt to get by but while he tries every trick in the book including the old panic-rev going into a corner move, Josh – who's no dope-on-a-rope – keeps focussed and stays out front right to the finish.

De Dycker comes home in second after Tanel Leok, who passes and leaves the flagging Honda star, goes down which gifts his Scottish Kawasaki team-mate the final podium position behind the Belgian. Whitby whizzers Noble and Jordan Rose round out the top five on their Hondas while Crockard slinks home a solid sixth – it sure is good to see Gordy showing some speed again.

If the results from Lyng are anything to go by the MX2 season looks likely to be a Billy Mac versus Carl Nunn battle for the crown with teenage sensation Tommy Searle and PAR's

Wayne Smith both looking capable of taking a moto win or two.

When you take the day's double race winner Marc De Reuver out of the equation you could easily argue that Smith's the fastest man on the track all day – he smokes 'em all in qualifying and then claws his way past Billy before chasing down Carl's KTM after a surprisingly sluggish start to moto one.

Moto two's not so good as Wayne's detuned by a crash but if any one domestic-based rider deserves a shot at the GPs it has to be the man from Cumbria who needs a nickname like Lyng needs some warmer weather. If you've got any good suggestions write in and tell us or else we'll have to resort to calling him Smithy – and no-one wants that to happen!

But as fast as the PAR Honda rider is it's Billy Mac who leads the championship after

round one – when you ignore wildcard winner De Reuver's points total. The Bike-It Dixon rider has a bad 'un first time out as a little arm pump and some rear brake fade keep the Scotsman back in fourth before Billy bites back in moto two to take an easy second behind De Reuver.

Nunn can't be too disappointed with his day either as he finishes just two points behind Billy and that's after losing good points thanks to having problems at the start of race two with a stuck shifter tip. By the time Carl figures out it can't be fixed he's lost five places and a shedload of time but the EA KTM team-leader doesn't panic and puts in a solid ride to come home fifth, dodgy shifter and all.

Molson Kawasaki's ever improving teen-star Tommy Searle goes 5-3 for fourth overall on the day while bad Brad Anderson is fifth after two wild rides on the Pioneer Yamaha.



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## BILLY MACKENZIE

**MX2 - 4-2**

"I got a pretty good start from the gate for the first race and was sitting comfortably behind the KTMs of Nunny and De Reuver waiting to make my move. After a few laps I felt my arms starting to tighten and I knew then that the win was slipping away. I tried to be consistent and bring the bike home but halfway through I had some fade on the rear brake and also over-jumped a section slightly which wrecked my concentration a little.

"I changed to the spare bike for the second race and also used a brand new suspension unit which was much better. My start was good and I got into the lead. I set the fastest time and again felt like I could give a lot more. I was below my limit and that was a good sign.

"De Reuver was fast and came through but I knew Nunn had a problem with his bike. I was only worried about Nunn as he will be the one to beat in the championship. I rode along in second, De Reuver crashed and I was able to get back with him but two lapped riders got in the way and I lost a few seconds in one lap. The back-markers were unbelievable this weekend and they were costing a lot of riders."



## WAYNE SMITH

**MX2 - 3-12**

"I let the leaders get away a little bit but kept consistent lap times and I caught Billy MacKenzie, went past him and closed in behind Nunny at the finish too – so I was really happy with my first race. "In race two I gated around fifth place but as I went through the chicane I got it all wrong and went into the tyres and straight over the bars. I pushed hard all the way back to 12th for sixth overall. My speed was awesome – I'm just a bit frustrated with the second race."



## KEN DE DYCKER

**MX1 - 1-2**

"In race one I got a good start and put in some fast laps after I got the lead. I tried to make a gap and it worked so I'm happy with the way things went for sure."



## CARL NUNN

**MX2 - 2-5**

"I got out to a good start in moto one, stayed with Marc for a while but he started pulling a gap and I knew he didn't matter for the championship so I settled for second and decided I'd really go for it in moto two.

"I got a great start and was riding really well but the tip of my shifter got clogged with dirt or something and

got stuck in. I tried to free it off but it wasn't having it so I had to just make the best of a bad situation.

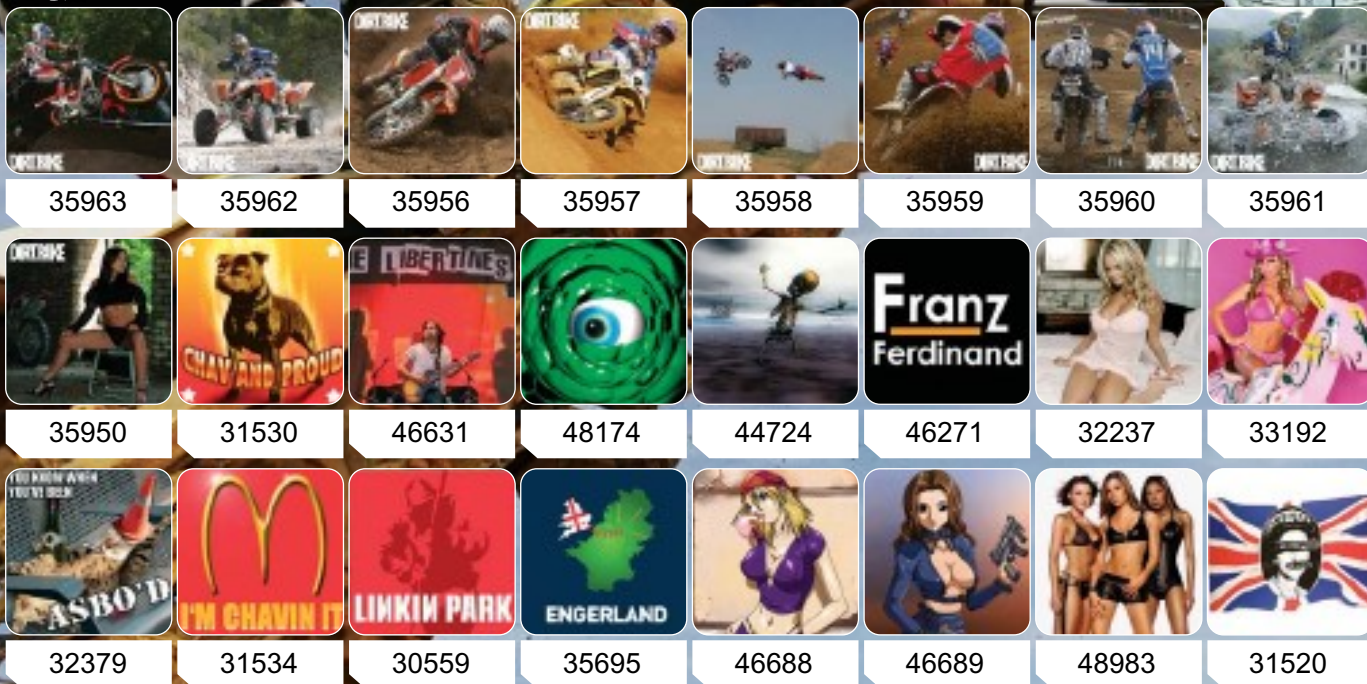
Changing gear was real hard so I was over-revving the bike at times – I thought it was gonna blow it was revving so hard – and the best I could do by the end was fifth. I'm a bit gutted that I can't equal my 100 per cent podium record from last year but that's the way it goes. I'll just have to make sure I make up for it at Canada Heights..."



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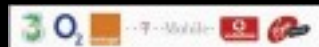
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**TOMMY SEARLE**  
**MX2 - 5-3**

"Today was pretty good even if my first race wasn't that impressive – I didn't start well and got a little bit tired. The second moto was much better. I got a great jump but messed up the first turn and came out around fifth. From there I tried to stay out of trouble on the first couple of laps. I think Nunny went down but anyway I was able to move into third and then rode my own race.

"The track was hard work. Passing was tricky and you had to really line up a move to make it happen. It is my first podium in the British championship so I am pleased with how the day went."



**MARC DE REUVER**  
**MX2 - 1-1**

"In the first heat I got the holeshot, found a good rhythm and pulled away by 20 seconds – I was really happy with that. In the second heat I wheeled out of the gate otherwise I would have had the holeshot for sure. I was second behind Nunn and MacKenzie passed me right away. I stayed with them then I passed them back and pulled away until I had some problems with a back-marker. I picked my bike up just in front of MacKenzie then pulled away again. This is my first overall win in two years – I'm pumped."

**JORDAN ROSE**  
**MX1 - DNF-5**

"I've been looking forward to Lyng for a long time to show how hard I've worked over the winter but race one was a disaster. I gated around eighth but in the second corner I got run off the track and stalled the bike. I got going but crashed again, the bike was steaming and my team were waving me to come in – I didn't see them and the bike seized.

"In race two I gated about sixth just behind Noble. I battled with Leok for six laps before we both got up to Noble then we all battled hard for the rest of the race. I ended the race in fifth and felt a lot happier."



**JOSH COPPINS**  
**MX1 - 2-1**

"I've got an injury on my back and I wasn't able to train or ride coming into Lyng so it wasn't going so well. Even though the day was pretty average for me it wasn't a bad start to the championship and now I've got to just keep chipping away. The way I see it is I'm a whole lot better off than last year when I was 60 points down after the first round."



**RESULTS - ROUND ONE**

**MX1**

1 Josh Coppins	(CAS Honda)	27+30=57
2 Ken De Dycker	(CAS Honda)	30+27=57
3 James Noble	(RWJ Honda)	25+23=48
4 Stephen Sword	(Kawasaki Racing Team)	19+25=44
5 Gordon Crockard	(Wulfsport Honda)	23+19=42
6 Mark Jones	(PAR Honda)	21+17=38
7 Julien Bill	(Bike-It Dixon Yamaha)	13+13=26
8 Jussi Vehvilainen	(Motovision Suzuki)	15+11=26
9 Jordan Rose	(Meredith Honda)	0+21=21
10 Tanel Leok	(Kawasaki Racing Team)	17+4=21

**MX2**

1 Marc De Reuver	(Champ KTM)	30+30=60
2 Billy MacKenzie	(Bike-It Dixon Yamaha)	23+27=50
3 Carl Nunn	(EA KTM)	27+21=48
4 Tommy Searle	(Molson Kawasaki)	21+25=46
5 Brad Anderson	(Pioneer Yamaha)	19+23=42
6 Wayne Smith	(PAR Honda)	25+9=34
7 Gareth Swanepoel	(Molson Kawasaki)	13+17=30
8 Shaun Simpson	(Wulfsport Honda)	15+15=30
9 Scott Probert	(Wulfsport Honda)	17+11=28
10 Jason Dougan	(RWJ Honda)	0+19=19



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# TOMMY SEARLE

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*The pre-season prep pays off for Knighter who takes two wins in Sweden*



Words & photos by Jonty Edmunds

# SNOW BIZ!

**Knighter starts the '06 World Enduro Championship in the perfect way with two class topping rides at the series' first ever winter enduro**

**REIGNING ENDURO** 3 world champion David Knight takes an early lead in the '06 E3 title race with two class winning performances at the icy season opener in Ostersund, Sweden – the WEC's first ever winter enduro.

Knowing that victory certainly won't be easy in the sub-zero conditions, Knighter proves that he is more than ready to claim his second consecutive world title by beating his Finnish team-mate Marko Tarkkala – the rider many expected to beat Knight.

Locked in a close battle with Tarkkala during much of the opening day's competition, David starts off steadily as he adjusts to the foreign conditions before upping his pace as the day nears its close. Winning the E3 class by 22 seconds, Knighter also finishes as the event's fastest overall rider to start '06 in the best possible way.

"I knew that winning here wouldn't be easy," explains Knight, relieved to have beaten his closest championship rival. "I had one week to try and learn as best I could how to ride in these conditions and I guess I figured it out quite well. I started day one steadily and then pushed harder as the day went on. I know a lot of people were expecting Marko to beat me but like I said before my goal this year is to try and win every race."

With Tarkkala a pretty dejected runner-up, Husaberg's seasoned WEC campaigner Björne Carlsson claims third, 28 seconds behind the Finn.

Day two sees Knighter and Tarkkala push each other early on before David breaks free of his championship rival and opens up what becomes a 25-second winning lead. With Tarkkala having to make do with the second

step of the podium, once again Björne places third.

"I knew I could win on day two having beaten Marko on day one," admits Knight. "It was so easy to make a mistake, I just tried to stay on line as best I could and push as hard as I did on day one. Knowing that I've beaten Marko here gives my confidence a real boost. I'm really looking forward to the rest of the season now."

While David is anything but the odds-on favourite to win in Sweden his factory KTM team-mate Samuli Aro certainly is. And the ice-cool Finn doesn't disappoint. Topping the Enduro 2 class on day one by 26 seconds, the reigning E2 world champion then tops the class again on day two – this time by 44 seconds.

"I'm really happy with the way I've ridden this weekend," explains Aro at the end of the



**IN TIMES OF CHANGE..  
.. SOME THINGS STAY THE SAME**



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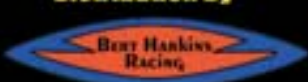


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Euan McConnell has an up and down weekend on the factory TM



Spiked tyres are essential in the Swedish snow

season opener. "I made a stupid mistake on one of the extreme tests on day one but apart from that everything went well. The conditions weren't quite as wintry as I expected but the event has been really good, I hope they continue to have a winter enduro race in the word championship.

"Day two was perfect – I can't remember the last time I felt so relaxed. I didn't make any mistakes and, well, everything was great."

Making things even better for Aro is the fact that his expected closest E2 championship rival Stefan Merriman has a disastrous weekend placing in fifth and sixth positions.

Claiming the runner-up spot is three-time ISDE winner Mika Ahola. Mounted on a Honda for the first time in his career, the Finn seems to have returned to good form and despite being unable to match Aro's blistering pace finishes in a comfortable second on both days

Placing third on both days in his first ever world championship enduro event is French rider Johnny Aubert. Competing in his first full WEC season, the former motocross racer shows that he could well be the dark horse of the E2 class in '06 and beats many more experienced riders.

Making his WEC debut as a factory TM rider – and the only other Brit in the event – is Euan McConnell. Finishing the event with mixed results, Euan places in 10th and 16th in the E2 class. Posting some impressive test times on the opening day, a mix-up at the end of day one sees McConnell place his bike into the park ferme having not fitted a new front tyre which costs him time and places on day two.

"It was just one of those things," comments the laidback Scot, "it was no-one's fault. I really enjoyed racing in the icy conditions but using the spiked tyres takes a bit of getting used to. Day two was a bit of a disaster, things will improve when I get to the next rounds of the championship though."

Showing that it's not just his Manx team-mate who can beat the Scandinavians in the snow, Spaniard Ivan Cervantes comes away from the Swedish event leading the Enduro 1 championship standings.

But on day one it's Petri Pohjamo on his

125cc TM that tops the class after a solid ride – and a couple of falls by Cervantes. Finishing 14 seconds up on the Spaniard, the quiet Finn is more than happy with his result.

"Last year I ended up in hospital at the first round of the series so any result was going to be better than that. To win the first day of the championship is great. I really enjoyed the conditions and my bike ran perfectly, I just wish we had a few more winter enduros in the world championship."

For Cervantes second is a result he's happy with. "Finishing second to a Finnish rider is like a victory for a Spaniard in a winter enduro," comments Ivan at the end of the day.

Just four seconds behind Ivan is Italian Simone Albergoni on his Honda. Determined to take the '06 E1 title fight to Cervantes, Albergoni shows that he means business and is more than a little frustrated to have ended up behind the reigning E1 world champion.

On day two Ivan steps up a gear, tops the class by 26 seconds and moves to the head of the E1 championship. "What can I say, this victory means so much to me. To win in these conditions is great but to come away from the race leading the E1 championship is even better."

Second on day two is Sweden's Peter Bergvall, the '03 250cc four-stroke world champion. Having all but disappeared off the international enduro scene since claiming his last world title, Bergvall shows that he still has the pace to produce a good result and places his Suzuki just over a second ahead of Bartosz Oblucki on his Husqvarna.

With '05 Enduro Junior world champion Cristobal Guerrero now racing in the E2 class, Joakim Ljunggren claims a double win and tops the class by close to two-and-a-half minutes on day one and two minutes on day two.

Behind Ljunggren on day one is class newcomer Michal Szuster from Poland with Brit-based Aussie Jake Stapleton on his TM in third. On day two Szuster again claims the runner-up spot and is joined by his UFO Corse Yamaha team-mate Robert Kapajcik on the podium as the Slovakian pushes Stapleton down to fourth.

## Sweden RESULTS - DAY ONE

<b>E1</b>		
1 Petri Pohjamo	(TM)	1:06:46.54
2 Ivan Cervantes	(KTM)	1:07:01.41
3 Simone Albergoni	(Honda)	1:07:05.08
4 Peter Bergvall	(Suzuki)	1:07:10.41
5 Bartosz Oblucki	(Husqvarna)	1:07:58.69

<b>E2</b>		
1 Samuli Aro	(KTM)	1:04:53.34
2 Mika Ahola	(Honda)	1:05:20.06
3 Johnny Aubert	(Yamaha)	1:05:52.94
4 Valtteri Salonen	(Husaberg)	1:07:02.43
5 Stefan Merriman	(Yamaha)	1:07:30.89

<b>E3</b>		
1 David Knight	(KTM)	1:04:52.22
2 Marko Tarkkala	(KTM)	1:05:14.27
3 Bjorne Carlsson	(Husaberg)	1:05:43.25
4 Seb Guillaume	(Gas Gas)	1:07:42.74
5 Heikki Timonen	(KTM)	1:07:46.35

<b>EJ</b>		
1 Joakim Ljunggren	(Husaberg)	1:05:56.88
2 Michal Szuster	(Yamaha)	1:08:17.15
3 Jake Stapleton	(TM)	1:08:46.16
4 Robert Kapajcik	(Yamaha)	1:09:31.14
5 Oriol Mena	(Gas Gas)	1:10:23.67

## RESULTS - DAY TWO

<b>E1</b>		
1 Ivan Cervantes	(KTM)	1:02:47.77
2 Peter Bergvall	(Suzuki)	1:03:14.26
3 Bartosz Oblucki	(Husqvarna)	1:03:15.46
4 Petri Pohjamo	(TM)	1:03:32.68
5 Simone Albergoni	(Honda)	1:03:36.21

<b>E2</b>		
1 Samuli Aro	(KTM)	1:00:51.65
2 Mika Ahola	(Honda)	1:01:36.35
3 Johnny Aubert	(Yamaha)	1:02:01.39
4 Fabien Planet	(KTM)	1:03:54.23
5 Valtteri Salonen	(Husaberg)	1:04:04.22

<b>E3</b>		
1 David Knight	(KTM)	1:01:01.75
2 Marko Tarkkala	(KTM)	1:02:27.07
3 Bjorne Carlsson	(Husaberg)	1:02:30.86
4 Heikki Timonen	(KTM)	1:05:04.58
5 Daniel Persson	(Husaberg)	1:05:17.68

<b>EJ</b>		
1 Joakim Ljunggren	(Husaberg)	1:02:56.56
2 Michal Szuster	(Yamaha)	1:04:51.62
3 Robert Kapajcik	(Yamaha)	1:05:25.34
4 Jake Stapleton	(TM)	1:05:30.09
5 Oriol Mena	(Gas Gas)	1:06:01.55





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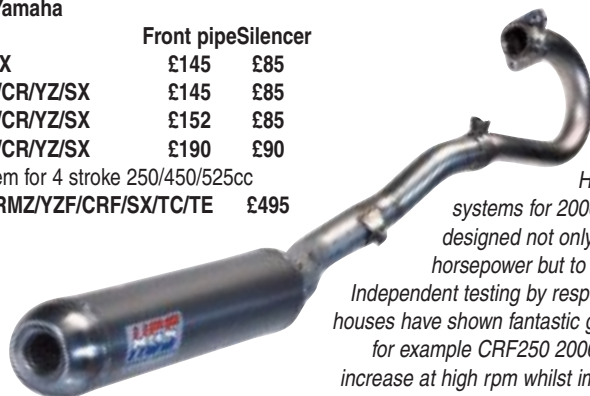
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250cc	KX/RM/CR/YZ/SX	£125
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**BILLY MACKENZIE**  
**MX2 - 3/1/3**

*"Fantastic day. It started off slow and got consistently better. In the Grand Final I just came into back-markers and the pitboard went from 12 seconds to two seconds in one lap and I couldn't do anything. Stribos came past me up the hill laughing [laughs] – I tried to stay with him and put a move on him at the top but there was nothing I could do. I would've just been being dirty if I'd hit him so I let him go."*



# WADNINE WADNINE SHOTS!

**Everts and Nunn share the spoils at Hawkstone – and there are strong showings from Strijbos and Billy Mac – as the top GP pilots put the finishing touches to their pre-season prep**

Words by Lawless Photos by Suttly

**FORGET MANTOVA** and Pernes, everybody knows that the pre-season event that really matters is the Hawkstone International MX.

Sure, Shropshire doesn't quite have the glitz or glamour of Italy or the South of France but the deep sand and hill-from-hell are guaranteed to sort the men from the boys as the motocross world prepares for the first GP of the year that's less than a month down the line.

The sprinkling of snow that greets the early birds has all but gone by the time most of the 15,000 spectators have endured the hour-long queue from the main roads down the winding lanes that lead to the circuit – luckily, for all the big kids among us, there's a brief blizzard midway through the day!

But even this faltering flurry fails to cool down (see what I did there?) the on-track action or the excitable-as-ever Jack Burnicle who's working the mic like the old pro that he most certainly is...

The big disappointment of the weekend is Stephen Sword's DNS – the Factory Kwacker pilot was due to make his British MX1 debut on Jan De Groot's 450 thumper but a crocked thumb sustained in a practice crash leaves him in spectator mode.

But even with Swordy sidelined there's plenty of native talent to cheer for – especially in the MX2 class where Carl Nunn, Billy MacKenzie and teenage tearaway Tommy Searle hog the podium. It's not so good in MX1 where James Noble's the best of the Brit bunch back in ninth as the class is dominated by those sand-loving Belgians who claim a Stella (man, I'm on fire today!) 1-2 courtesy of Stefan Everts and Kevin Strijbos with fiery Frenchie Mickael Pichon taking third.

The nine-time world champ is in awesome form and leaves his title rivals – including Josh Coppins, Steve Ramon and Sebastien Tortelli – floundering. More than 19 seconds clear of

Strijbos in the opening MX1 moto, Everts then wins a much closer second race from the factory Suzuki rider before being pipped on the line by Strijbos in the mixed-capacity Grand Final. To be fair, Everts does actually hit the deck in the last race of the day and his best lap is over a second-and-a-half faster than the young Belgian's – although the fastest lap of the race comes courtesy of MX2 man Billy MacKenzie!

MacKenzie's a distant third behind a mean, lean Nunny and Tommy Searle in the opener but fires back to win the second moto from the British MX2 champ and uber-nipper Searle. Taking full advantage of the three-second head start for the MX2 riders in the Grand Final, Billy hits the front and holds the lead for 10 laps until he encounters lappers and Strijbos – and his 200 extra ccs – smokes him up the hill. Everts gets him a lap later but it's still a pretty impressive performance from the Scot.



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## STEPHEN SWORD ▲

MX1 - DNS

"I had a small crash on Thursday and pulled the ligaments on my thumb on the inside. It wasn't that painful and I kept riding but I twisted it again. I had an injury four or five years ago and it's aggravated that - not to the extent of needing an operation, it's a case of letting it rest for a week or so. Obviously I'm not happy about missing Hawkstone - I was looking forward to riding in front of my home fans but I'll have to wait until next week now."

"I've a few races on the 450 and it's going well - steady but good. It suits my riding style a little bit more and there's obviously a lot more power. It's not even that much heavier than the 250F. I need to get a little bit stronger but that's coming all the time and it should be perfect by the first GP"



© Ray Chuss

## MARK JONES ▲

MX1 - 11/DNF/9

"I was pretty close to getting Gordon and James in the second race and then I started to lose drive. First of all I thought the clutch had gone but when I pulled into the pits I saw I had a puncture. I finished 11th in the first race but I threw my goggles off pretty early and got covered in \*\*\*."



hawkstone mx

## SEBASTIEN TORTELLI ▲

MX1 - DNF/11/8

"The first moto was pretty much a disaster - I had three crashes in three laps - but the track was very tough and the bike performed very good compared to the last two races we did. Now I need to focus on getting ready for Zolder which is my main goal. Now I know everything is together we can keep pushing. It is not time to be ready yet but I will be ready for the world championship."

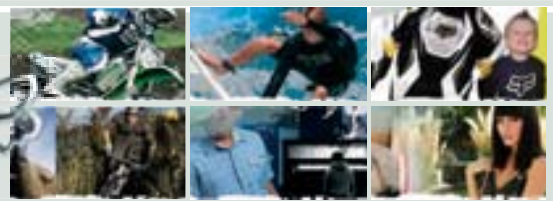
## MICKAEAL PICHON ►

MX1 - 4/4/5

"It's not been too bad you know. After Pernes I got sick in the week and couldn't train like I wanted. I came here and was not so strong and with not so much energy so in this condition I'm quite happy to have this result. The track was so tough - conditions were quite incredible - and I didn't put the bars in the ground once which I think not many guys can say. I was trying to stay on two wheels and be smooth and I was having fun out there."







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### CARL NUNN ▲ MX2 - 1/2/24

"I've felt good today. My starts have been really good – I've basically had five holeshots from five races now. That's important for me to get the starts. If I can keep getting starts like that I can run with the pace now because I've been practising with the team and that's been helping me a lot.

"I'm working back with Roy Carter and he's been

helping me no end on the fitness thing and also mentally as well which is such an important aspect of racing. I can feel the difference in myself.

"I feel great at this point in the year – I'm not 100 per cent yet but I don't want to peak now. I'm still building. Having three races is just what I need right now – when I crashed in the last race I knew I wasn't going to finish anywhere but I carried on because it was a good work out."



### KEVIN STRIJBOS ▲ MX1 - 2/2/1

"I didn't expect to beat Stefan in the last race but he made a small mistake. I don't know if I surprised him but you know he's a nine-time world champion so it's always fun to win from him. It's a really cool track – really tough – especially with the hill."

### GORDON CROCKARD ► MX1 - 14/10/11

"The first race I got out of the gate really well but crashed on the second or third lap down the hill – I followed the berm and it got really soft and I buried my front wheel in it. It felt like another 39 riders rode into me. I was away last but came through well. "The next race I had a bit of a problem with my front brake and ended up 10th. In the last I got away third and was pushing hard but on the first lap I came around the finish corner and over the jump and landed off line in some soft stuff and went over the bars. I was away at the back but I came through to 11th. The track was horrible, it makes you think you can't actually ride a motorbike. Every lap you're landing in something soft but that's early season races for you. It's important to do them but not really important to do well."



© Ray Chuss

### JOSH COPPINS ▲ MX1 - 5/6/4

"I kept thinking about my back and not really concentrating on my riding. I'm quite happy with the results considering the pain I was in but I am also happy to get the day over with. I am still better off now than last year! Last year I left here with an injury so that was in the back of mind as well. My original plan was to stay and test this week in the UK, however I'll be driving back to Belgium tonight to see my specialist and see what the best course of action is for the next few days because I don't want to lose too much training time."

### MARTIN BARR ▲ MX1 - 13/23/DNF

"I was happy enough with my speed and fitness. The first race was the best – I was lying sixth for a bit but came off and finished 13th. There were a lot of top guys in the MX1 class so I was happy enough with that. The track was gnarly for the last two races but it was the same for everyone, you just have to get on with it."



© Warren Johnson



## TOMMY SEARLE ▼ MX2 - 2/3/17

"I got a good jump out of the gate in race one, relaxed and got into a rhythm real quick. A few guys crashed in front of me and that pushed me to third within a few laps. I passed Billy quite easy and went after Carl – the race was quite short so I didn't have enough time to catch him.

"I was fifth in the first corner of race two and by the end of lap one I pushed up to fourth place. Unfortunately the leaders got away a little bit, I wanted to follow their lines but they were just a little ahead. I got caught behind Brad Anderson and that held me up a bit so it took me a few laps to get back on a good pace."



© Warren Johnson

## JUSSI VEHVILAINEN ▲ MX1 - DNF/20/DNQ

"The first moto was going decent and then I just destroyed my bike and the second moto I had a good start – I was something like sixth maybe – and then crashed on the first lap. I got up to top 15 and crashed again going up the hill so I just cruised to the finish. I was quite happy with my riding, just \*\*\*t luck!"

## JOEL SMETS ▶ MX1 - 17/17/14

"It's a pity that I had to make my comeback on this track after six months of inactivity. It was my first time back on a bike last week so I knew it was going to be like that but I'm happy to have finished the three heats. Last year I had a very good fight with Stefan and I couldn't do the same today but that's life. But it's so nice to be back at Hawkstone – it's one of my favourite tracks and I have a lot of nice memories from here. I'll probably be back here racing twinshocks [laughs] – the venue's too nice to not come back."



© Warren Johnson

## STEFAN EVERTS ▶ MX1 - 1/1/2

"I'm not going for second – if I race I race to win. So far the season has started really great and I think we have a great bike. The new 450 is just so awesome to ride and I think that's one of the big differences compared to last year.

"This is my last ride at Hawkstone. I won't say no more MX – we will see what the winter will say and if I still have the thing to go and ride."



## RESULTS MX1

1 Stefan Everts	(Rinaldi Yamaha)
2 Kevin Strijbos	(Team Suzuki)
3 Mickael Pichon	(Red Bull KTM)
4 Steve Ramon	(Team Suzuki)
5 Josh Coppins	(CAS Honda)
6 Ken De Dycker	(CAS Honda)
7 Cedric Melotte	(Rinaldi Yamaha)
8 Tanel Leok	(Motorex Kawasaki)
9 James Noble	(RWJ Honda)
10 Gordon Crockard	(Wulfsport Honda)

30+30=60
27+27=54
23+23=46
17+25=42
21+19=40
25+13=38
15+21=36
19+17=36
13+15=28
7+11=18

## MX2

1 Carl Nunn	(EA KTM)
2 Billy MacKenzie	(Bike-It/Dixon Yamaha)
3 Tommy Searle	(Molson Kawasaki)
4 Brad Anderson	(Pioneer Yamaha)
5 Wayne Smith	(PAR Homes Honda)
6 Lewis Gregory	(Maximum Solutions Suzuki)
7 Alex Snow	(Maximum Solutions Suzuki)
8 Steven Clarke	(PAR Homes Honda)
9 Oliver Sandiford Smith	(One 11 KTM UK)
10 Shaun Simpson	(Wulfsport Honda)

30+27=57
25+30=55
27+25=52
23+21=44
15+23=38
19+10=29
11+11=22
21+0=21
13+7=20
0+19=19

## GRAND FINAL

1 Strijbos,
2 Everts,
3 MacKenzie,
4 Coppins,
5 Pichon,
6 Leok,
7 Ramon,
8 Tortelli,
9 Jones,
10 Atsuta





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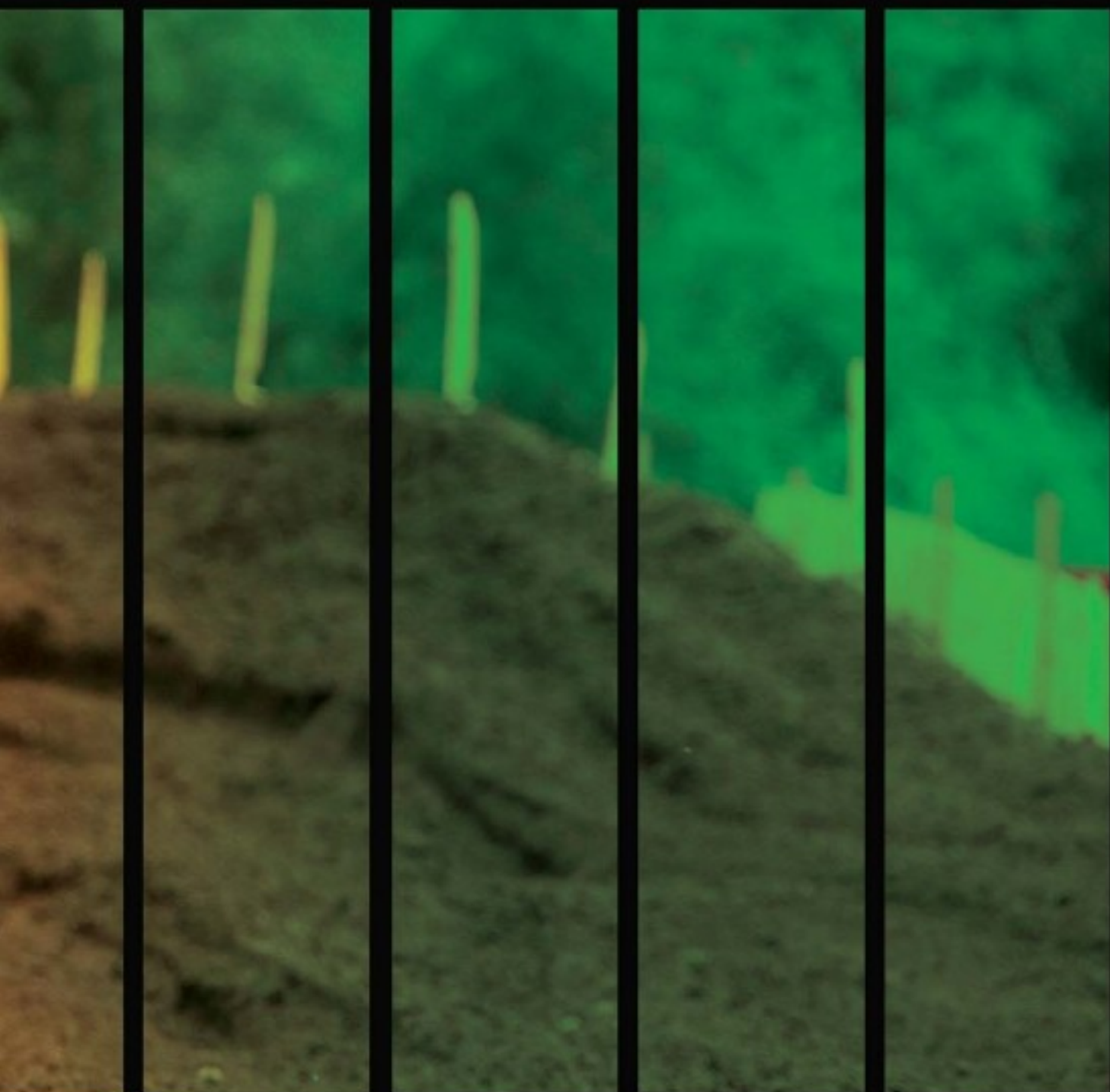


# The 38th Annual Hangtown Motocross Classic.

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"It felt like people had forgotten about me. It was cool to come back and show people that I could ride a bike. It was a good day."

DV 12



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## DOUBLEBONUS!

YOUTH NATIONALS KICK OFF AT  
MATCHAMS AND MILDENHALL

## WIGGYWOO!

TRIALS ACE ALEXZ  
MAINTAINS A CLASS  
WIN STREAK

## ISLANDACES!

BRIT PAIR HIT THE  
HEADLINES IN CANARIES

## GREENGIANTS!

EXTENDED KAWASAKI  
YOUTH SQUAD ANNOUNCED



# DOUBLEBONUS!

## YOUTH NATIONAL SEASON KICKS OFF AT MATCHAMS AND MILDENHALL

**T**he 2006 youth national season has kicked off in fine style for both the BYMX and BSMA championships with opening rounds at Matchams and Mildenhall held in cold but dry weather.

The results have already been reported in our sister paper T+MX and are all over the net so with so much to talk about from the two events Rage will be covering things slightly differently from now on.

So this month I'm going to pick out what rocks and what sucks from each event. Here goes...

The racing at Matchams in particular was awesome with so many quality riders on show in each group. The battles between Steven

Clarke and Kristian Whatley were out of this world – now add Alan Keet and a few others into the equation and it's going to be a long, fast season.

Funniest moment of the month was provided by the over-enthusiastic uncle of a certain rider who got so excited with his nephew winning a race he fell face first into the dirt at Mildenhall. I'm not going to mention any names as it may embarrass Steve so I won't say anymore!

Rider of the Month in my opinion goes to Conor Butler, the small-wheeled 85cc rider who races for the new RWJ-backed youth team. Conor has really stepped it up this year and won motos in both national events – well done Conor!

The craziest thing that went on was at Matchams when an ambulance driver decided

to cross the track between the two tabletops – while riders were still racing around the track. Not big and certainly not clever.

Sportsmanship is what it's all about and one incident sticks in my mind from Mildenhall. It happened in the AMX race when a rider was stuck under his bike and obviously distressed and in pain. Josh Wyatt stopped, dropped his bike to the floor in mid-race and lifted the bike off the stricken rider – Josh, you're DBR's hero of the month.

What certainly rocks is the number of parents who offer me cups of tea and biscuits, thanks everyone – on a cold and damp day in March it's much appreciated.

So that's it for this month. If you have any what rocks or what sucks stories from the nationals let me know and I'll try to mention as many of them as possible.

*Rocks! David Sweet's super-bright race kit*



*Rocks! Close racing from Scott Elderfield #3 and Mel Pocock #9*





**Rocks! Rage's  
Rider of the Month  
Conor Butler**



**Rocks! Little kids in  
big lids having fun  
at the races**



**Rocks! Under the  
awning, day  
dreaming of GPs**



**Sucks! Jet washing  
filthy bikes after  
muddy motos**



# GREENGIANTS!

**T**eam Green has expanded this year into an enormous squad of riders spread right across Great Britain.

"We've expanded our squad to Team Green Ireland and the new Team Green 65cc riders who ride for their local Kawasaki dealerships," explains Kawasaki's Alex Brawn. "They all wear Kenny kit and HJC helmets, the same as the main Team Green squad."

## 2006 LINE UPS

### TEAM GREEN

Ashley Greedy	KX250F BYMX
Josh Waterman	KX125 BYMX/BSMA
Scot James	KX85 BYMX
Connor Walkley	KX85 BYMX/BSMA

### TEAM GREEN IRELAND

Graeme Irwin	KX125 Norman Watt M/Cs
Jordan Ashton	KX65 Norman Watt M/Cs

### TEAM GREEN 65CC DEALER SUPPORTED

Ashley Smith	Wadsworth Kawasaki
Arthur Draper	Bavins of Diss
Ben Cryer	MotoXtreme
Ben Morgan	Cyclelogical
Joe Anguish	Team Green/Motocross

### SUPPORTED RIDERS

Max Anstie	KX85 Team Green/MAA
Luke Norris	KX85 Team Green/ Motorcycle HQ
Lewis King	KX125 Motobrox/Bagnalls

*Super-serious Graeme Irwin  
flanked by Tommy Searle  
and Gareth Swanepoel*



# ALBIONDEAL

**M**ark Wakely has picked up a brilliant sponsorship deal with Team Albion Honda. The 14-year-old has been riding the BSMA national series for the last six years and his best result so far has been fourth overall.

Mark will be supplied with a Honda BW85 machine, race clothing and all the prep stuff to go with it.

Gary Elston of Albion had this to say. "I believe Mark has the skills and maturity to reach his goal. Mark and his family impressed me with their professional approach and I'm hoping the addition of our experience can take Mark to the next level."

Mark's next event will be the BSMA national at Copphull Raceway in Lancashire. Best of luck Mark!



# ISLAND ACES!

**T**hanks to Tenerife-based MX hire business MX365, a couple of quick British riders were given the opportunity to race in the first round of the Canarian championships held the 'Circuito de San Miguel' on March 12.

Despite suffering from sunstroke after kipping on the beach the previous day, 16-year-old Dominic Blood (above) and 15-year-old Chris James – both members of the Warsop club – were super-keen to hit the track for their 20-minute plus two laps races. And Dominic had a cracking day, claiming second in the Junior division and third overall in the 125s.

There's a fairly packed MX schedule in the Canaries with championship races on May 14, July 9 and September 10 plus a round of the Spanish championship combined with an international meeting on December 2/3.

Motocross 365 can help with permits and bike hire so if you fancy racing in the sun contact them on **00 34 922 721 848** or check out their ad on page 104 of this month's DBR.





# WELLDONE WIGGY!

**C**ongratulations to Alexz Wigg for taking the first two rounds of the British A Class trials championship.

Alexz rides for the Gas Gas team and has been in dominant form at the start of the 2006 season. With the support of his team and family around him it could well be a championship-winning year for the 15-year-old double UEM European 125cc champion.

You can keep up to date on how Alexz is doing in the championship at his website [www.alexzwigg.com](http://www.alexzwigg.com)

Keep your eyes peeled for Alex's interview in Rage in the coming months.



# HIREHELP

**W**e received a great letter from John Hewitson wanting information on where he could possibly hire a bike and kit for his 10-year-old godson who wants to start motocross.

After lots of calls I couldn't find anywhere where a 10-year-old can hire a bike near Huddersfield so I'm now throwing it open to the motocross community to help out.

Do you hire bikes for nippers or know of anyone who does? Please let me know and I'll make sure everyone knows about it – I bet there are so many parents wanting to know if this is possible.

# EASTERN PROMISE

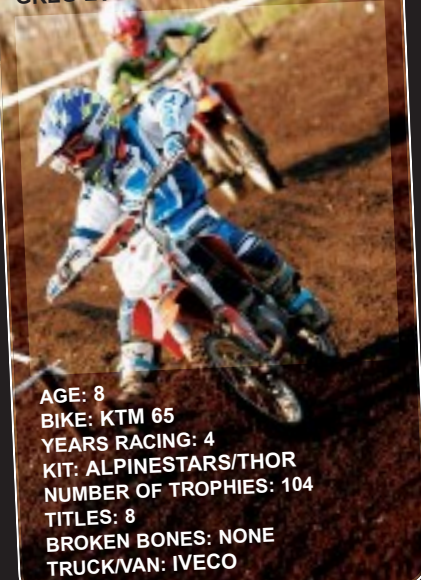
**T**he 2006 Canada Heights International run by the East Kent club is only a few weeks away and all the groups are nearly jam-packed already.

Keep your eyes peeled for a report in Rage in the coming months about one of the biggest youth motocross events outside the nationals.

The event is being supported by DBR and I will be making an appearance on the Monday handing out goodie bags for all you lucky nippers and taking some cool pictures for the mag – see you all there!

Check out the East Kent website for more information and regs at [www.ekssc.co.uk](http://www.ekssc.co.uk)

GREG EVANS



AGE: 8  
BIKE: KTM 65  
YEARS RACING: 4  
KIT: ALPINESTARS/THOR  
NUMBER OF TROPHIES: 104  
TITLES: 8  
BROKEN BONES: NONE  
TRUCK/VAN: IVECO

BRADLEY BANKS



AGE: 12  
BIKE: HONDA 85  
YEARS RACING: 5  
KIT: ALPINESTARS  
NUMBER OF TROPHIES: LOTS  
TITLES: NONE  
BROKEN BONES: 3  
TRUCK/VAN: BURSTNER 850



# RAY'S RIBTICKLER!

**I**t's all about having fun sometimes and I've found our chief gooner for this month – Jackson Evans. Fair play Jackson, you certainly know how to goon.



# MYBESTTRACE

**M**y best race this month comes from 16-year-old Steven Motorcycle's Yamaha pilot Mark Young. Mark's been racing for quite a few years now and has lots of stories to tell – take it away Mark...

"My best race was at the All British championship at Brookthorpe in Gloucester when I was riding a big-wheeled 85cc. I crashed early on in the race and was lying in last place but I put my head down and charged through the pack to finish in fifth which was amazing. I've been riding for 11 years so I have lots of good memories from racing and hopefully one day I can turn pro."

We wish you luck Mark – keep up the good work.

# COMMENT

**IS IT** me or is our climate changing? We seem to have really long winters and the summer stretches further into the year but our motocross championships have started earlier – can't we start them a few weeks later so we can possibly miss the cold and mud of our English winter?

Or am I just being a miserable so and so who enjoys wearing his baggy shorts at every chance possible?

All you trials and enduro guys out there, I never seem to hear from you. I know we have some amazing and talented riders so send me some gossip, news and pictures and I'll make sure you get into Rage because it isn't all about motocross – Rage covers all off-road motorcycle sport.

So until next time, ride safe!

*Chuss*

Got any youth news for Rage?

Give Ray Chuss a bell on 07773 609994 or email him at [dbryoutheditor@raychuss.com](mailto:dbryoutheditor@raychuss.com)





# back passage

YOU'LL STRUGGLE *NOT* TO SEE SOMEONE RUNNING FRO SYSTEMS LOGOS AT A BRITISH MEETING THESE DAYS. THE MIDLANDS-BASED COMPANY HAS A BIG PRESENCE ON THE DOMESTIC SCENE WITH TITANIUM FOOTPEGS, START DEVICES, FUEL CAPS AND A RANGE OF CASUAL WEAR BEING JUST A FEW OF THEIR PRODUCTS – AND THEN THERE'S THE UBIQUITOUS AND MUCH-COPIED STOOL ID STAND! WE CAUGHT UP WITH FRO FOUNDER AND TRICK-BITS VISIONARY MARK 'TERENCE' McCANN BEFORE HE SETTLED DOWN TO WATCH DEAL OR NO DEAL...

Words and photo by Paul Harris  
Technical back-up by Steve Harris

**DBR:** How long have you been racing?

**MM:** "Since 1989. I made it to the AMCA championships before the crash that started freestyle back on the 23rd of May, 1993. I broke my femur, wrist and nose and spent three weeks in hospital. It's on the end of Pain 2 – we only have Travis and Metzger doing the back-flip because on that day I attempted a 360 but only managed a 210."

**DBR:** Done yourself much damage?

**MM:** "I've broken my collarbones six times and had both plated – one snapped with the plate in and nearly took a major vein out. I've also broken various fingers and ribs at various times, my arms twice, wrists four times, then done my ACL, femur and ankle ligaments."

**DBR:** When did Fro start?

**MM:** "In 1999. Derek Edmondson asked me if I'd make him 20 stands. I made 50. Derek had 20 and my friend Mark Owen had 10 and that left me with 20 stands in the garage. I looked at them piled up and thought 'what the hell am I going to do with them?' – thousands of stands later, we're still making them. Fro really blossomed at the end of 1999 when I met up with a weird-looking chap called Steve Dagger – he's probably the most talented car photographer in the world. Without him I don't think we'd have the 'wow factor' which I hope we have."

**DBR:** So you were making stands and Steve was doing the image stuff?

**MM:** "Yeah, I design the stuff and we make it, test it and make it again until it won't break. Steve came on board when we wanted a brochure, I

showed him what we were doing and, to be fair to him, he didn't laugh – but I could see he was thinking about it. We made the brochure and it was done right – we were a company selling next to nothing but we had the best brochure in MX which would have stood strong in any surf shop.

"Our vision was bringing motocross into the public eye, like the Quiksilver ads do for the surfing world. People wear Quiksilver even though they don't surf – but you look at the pictures and you wish you could. We wanted to do the same for motocross."

**DBR:** Where did the name come from?

**MM:** "Originally, I was going to make a floating front disc with Mark Chamberlain when they were all the rage for about a week – thank god we didn't do it. It actually stands for Floating Rotor Oversize."

**DBR:** Where's Fro going next?

**MM:** "The new website's just come out, we've now got a full-time designer on board and we're building new premises to have an in-house R&D area. We just need a bigger presence in Europe and America – we have associations and products used in MX2 by De Reuver, Cairoli, Pourcel, Pourcel, Church, Searle, MacKenzie, Nunn, Swanepoel and Smith and in MX1 by Joshua, Jorgenson, Sword, Crockard, Rose, Jones, Hucklebridge, Bill, Eggens, Verhoeven and in the US by Voss, Ryno and Benjamin."

**DBR:** Didn't you once have a camper van?

**MM:** "Me and my friends decided we were going to be champion jet skiers and bought an old Mercedes camper which was great until we realised it only did 52mph flat-out. Going 150 miles to Aberdovey used to be very painful – there was no need to shut off from when we left to when we arrived, even at traffic lights."

**DBR:** Because they only go to dark green?

**MM:** "Yeah, there's green, mid-green and dark green!"

**DBR:** Sum yourself up in five words.

**MM:** "White teeth white teeth white."

**DBR:** Apart from running Fro and buffing your gnashers what do you do?

**MM:** "We have a strong family engineering company making lorry straps. I also help out and manage Tom Church and give grand prix speedway rider Scott Nichols and touring car driver Matt Neale a bit of help."



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